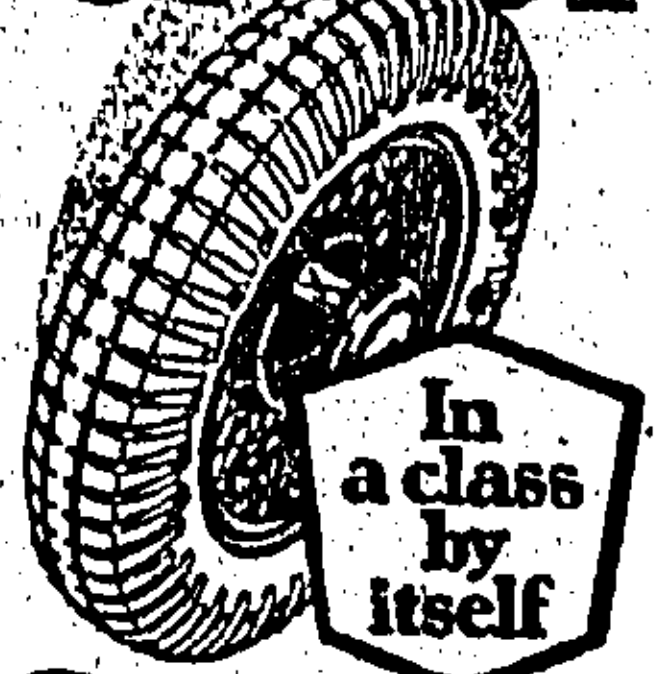


W. Wilson
Manager

Library, Supreme Court

Fort
DUNLOP



TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/8 18/16.

The China Mail

ESTABLISHED 1845.

No. 27,946 HONG KONG, THURSDAY, NOVEMBER 5, 1931. PRICE \$3.00 Per Month.



"Consider your car. When you bought it, it represented the very finest product of automotive science and craft. It was the proven champion motor car of the world and who could conceive an improvement? Since that time, there have been improvements in this very car by its own builders. Free Wheeling—something that never entered our minds a year ago—is now here and we can only say that it has come as a result of constant research and striving toward betterment. You find an answer."

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

THE WRECK OF THE S.S. RYUJIN MARU

RESCUE WORK IMPEDED BY DANGEROUS SEAS

JAPANESE DESTROYER STANDS BY SALVAGE TUG BEING RUSHED FROM MOJI.

Since we went to press yesterday, further information to hand, with regard to the stranding of the Japanese s.s. Ryujin Maru on the Tan Rocks, in the Hailan Straits, is contained in Wireless messages received last night from H.M.S. Hermes. This was to the effect that, the weather was getting worse; wind had increased during the day from 23 to 31 m.p.h.; and there was no prospect of boat work being possible to-morrow (i.e. to-day) unless the sea subsided a great deal during the night which was unlikely.

The Commander of the Hermes also considered that the only way of saving the remainder of the crew, under present weather conditions, was for the immediate despatch of a powerful sea-going tug able to withstand short, high, choppy seas, and handy enough to anchor in a limited space to windward of the wreck in a position to veer lines and floats. She should be equipped with line, throwing apparatus and breeches buoys.

The wreck, the Commander reports, is unapproachable from leeward and it is unsafe for the Hermes to anchor in the position mentioned close on a lee shore.

The Hermes also reported the arrival of the Japanese destroyer Nashi at the scene of the wreck.

It is now probable that the Hermes will leave the Nashi to stand by the stranded ship until the arrival of the salvage tug from Moji which is expected to arrive to-morrow.

The conflict of reports as to the ownership of the stranded ship was straightened out this morning when a China Mail representative again called at the offices of Messrs. Y. Satoh & Co., local agents for the vessel.

The manager of Y. Satoh & Co., explained that the actual owners of the Ryujin Maru are the Ueda Kisen Kaisha, of Kobe, the name given in an earlier despatch from the Hermes. The Sampo Kisen Kaisha, the name supplied by the manager of Y. Satoh & Co., yesterday, are the managers of the Ryujin Maru appointed by the owners, and the local firm are the Hong Kong agents of the ship by appointment of the managers.

The Ryujin Maru, we are also informed, is registered at Dairen and not Japan and, therefore must have her head office at Dairen, hence the transference of the management to the Sampo Kisen Kaisha.

The cargo of manganese ore on board the Ryujin Maru, it was noon as conditions made boat impossible. Captain and 18 crew remaining on board. Japanese s.s. Madras Maru is standing by and informs me she has asked for salvage steamer to be sent. Ship is hard and fast aground on Tan Rocks, heading north-east, with rocks showing close on both sides and astern. She is holed

STOP PRESS

Tokyo, To-day.
A serious clash between Chinese and Japanese troops is reported at Nonni River, where the Japanese were repairing a bridge.
It is also reported that Japanese reinforcements have been sent to the scene from Taonan.
(The report from Geneva that the Japanese are seizing the salt revenue at Ying-kow is officially denied.—*Reuter*.)

BAG SNATCHER GETS NINE MONTHS' HARD.

An unemployed Chinese was given nine months' hard labour, this morning, for the theft of a handbag, containing \$30, the property of Miss J. Rodrigues, of St. Joseph's Villas.

The complainant and her sister were walking along Des Vaux Road Central, when near the On Lok Yuen Cafe, accused came up from behind and snatched away her bag. He ran across the road, up an alley between Messrs. Jardine, Matheson's and Messrs. Whiteaway, Laidlaw's premises, and finally came out in Pedder Street where he was caught by a Russian police constable. A J. W. Vinson, who was captured by bandits on November 3 some 30 miles from Hal-chow, is reported to have since been killed.

IRISH ANTI-DUMPING BILL.

London, Yesterday.
The Bill has passed all the stages of the Bill introduced by Mr. Cosgrave yesterday to prevent dumping. It authorises provisional imposition or variation of customs duties. The Minister of Finance explained that the Bill was meant to deal with an emergency with which they were likely to be faced by the change of Britain's tariff policy. The Senate will be asked to pass the Bill to-day.—*Reuter*.

SIR AUSTIN DECLINES PEERAGE.

London, Yesterday.
According to the Evening News, Sir Austin Chamberlain has declined the offer of a peerage.—*Reuter*.

LOSSIEMOUTH EN FETE

TUMULTUOUS WELCOME FOR PREMIER.

badly and engine room is flooded. Has slight list to starboard but appears safe for present.

Consider only chance of saving remaining lives if weather continues to be veer floats to ship from a vessel anchored ahead of her. Four large sampans approached ship at daylight but retired on seeing Hermes' boat. Am standing by until the crew is saved.

10 p.m.—Madras Maru has returned and informs me that a salvage tug left Moji at 4 p.m. and expects to arrive on Friday.
The s.s. Madras Maru is a vessel owned by the Osaka Shosen Kaisha and appears to have arrived on the scene of the mishap after the Hermes. It would appear too, from last night's messages from the Hermes, that the Madras Maru left the scene to make arrangements for salvage and returned later with the information that a tug had left Moji.

There is a possibility that the four large sampans referred to by the Hermes are pirate craft, yet, on the other hand, they might be fishermen.

In her second message last night the Hermes indicated that her position from the wreck is unchanged since dawn yesterday, namely, 103 degrees, seven cables away.

Question of Ownership.
In her second message, too, the Hermes stated that the Ryujin Maru is owned by the Ueda Steamship Co. of Kobe, and gave her master's name as Captain Akitano. This conflicts with information given to the China Mail yesterday by the manager of Y. Satoh & Co., Prince's Building, local agents of the Ryujin Maru but the matter was explained by the agents this

Rugby, Yesterday.
Scenes of great enthusiasm marked the arrival of the Prime Minister in Lossiemouth to-day. A general holiday was observed, and the streets were decorated. The Prime Minister's car was pulled through the streets by fishermen, men, and school-children.

In a speech at a civil reception at Elgin and Forres, the Prime Minister said, the end of the Election did not end the country's troubles. Greater and more complicated problems had to be faced, but his colleagues and himself were determined to carry those problems to a successful issue. Government had no magical wand, but he hoped by persistence, ability, and courage they would restore the nation to its old position.—*British Wireless Service*.

MISS PEGGY REACHES KIMBERLEY.

Rugby, Yesterday.
Miss Peggy Salaman, the 19 years-old London girl, who is accompanied by Mr. Gordon Store, and engaged on an attempt to lower the England to Cape Town record, arrived at Kimberley this evening.

She left Lympne at 11 p.m. last Friday in a Puss Moth aeroplane. The present record for the flight of 64 days was set up by the late Commander Glen Kidston.—*British Wireless Service*.

morning, thus dispelling the belief prevalent here to-day that there is a third Ryujin Maru besides the large one recorded in Lloyd's Register and the one for which Y. Satoh and Co. are agents. Definitely, the name of the master of the Ryujin Maru is N. Kikano.

NEWS TABLOIDS.

A local tragedy has been revealed with the discovery this morning in Lanchikok Pass of the body of Revenue Officer N. J. Young with, it is said, a bullet wound through the right temple. The Officer had been missing since October 13, and a reward had been offered for information of his whereabouts.

Miss Mary Kitchell, age 18, is reported by her brother as missing.

The American missionary, Mr. A. J. W. Vinson, who was captured by bandits on November 3 some 30 miles from Hal-chow, is reported to have since been killed.

Rescue work on the stranded s.s. Ryujin Maru is being seriously hindered by adverse weather conditions. A salvage tug from Moji is being rushed to the scene of disaster, and a Japanese destroyer is now standing by. There are yet men on the wreck, and their flight must be parous.

The text of M. Briand's letter, of October 30, to Mr. Yoshizawa has been released. It is an important contribution on the Manchurian dispute and should be read carefully. The letter appears elsewhere on this page.

With reference to the appointment of Japanese representatives to discuss with Chinese representatives the details of the evacuation of Manchurian territories, Baron Shidehara says Japan has already announced the line of conduct it proposes to follow, and hopes China will acquiesce.

The latest movement of troops in Manchuria is explained by the Japanese as being solely for the purpose of repairing railway bridges that had been destroyed with a view to facilitate the transport of the soya bean crops.

China is now accusing Japan of pursuing in Manchuria a deliberate policy of substituting for the authority of the Chinese Government the rule of various groups and individuals set up and maintained by Japan.

In Full Court this morning the Chief Justice and Mr. Justice R. E. Lindsell heard appeals made on behalf of two Chinese schoolmasters, who had been convicted and sentenced by the Kowloon Police Magistrate for being in possession of certain writings calculated to persuade persons from trading with, dealing with, or working for members of the Japanese community. Hearing is proceeding.

FINE TO CLOUDY.

The Royal Observatory's report issued to-day says:

A strong anticyclone has formed over China, and a V-shaped depression between the Bonins and the Loochoos. Pressure gradients are very steep over the China Sea. Forecast:—N. winds, strong; fine to cloudy.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—74.87 inches against an average of 30.76 inches—deficit 5.89 inches.

Temperature. The temperature at certain specified centres this morning at 8 o'clock was:—
Hong Kong 65
Macao 63
Pratas Island 74
Amoy 65
Poochoo 65
Chefoo 62
Shanghai 47
Manila 76

COMMUNIST FORGING FACTORY.

Vienna, Yesterday.
What is regarded by the Police as the most important Communist headquarters for forgery in the world, has been unearthed here.

In raiding a workshop, a studio and a shoemaker's flat the police discovered printing presses, passport forms for various European and overseas states, stamps, chemical substances, numerous passports already forged, and facsimile signatures of nearly every passport official in the capitals of Europe. Ten arrests have been made.—*Reuter*.

INDIAN FEDERAL COURT.

Rugby, Yesterday.
The draft report on the proposed Indian Federal Court was approved subject to some minor amendments, at a meeting of the Federal Structure Committee of the Round Table Conference.

On the return of the Prime Minister from Scotland, the Minorities Committee, of which he is Chairman, will consider minorities and communal questions.—*British Wireless Service*.

SWEARING IN OF M.P.S.

Rugby, Yesterday.
The House of Commons met this afternoon to conclude the traditional ceremonial associated with the election of the Speaker and to commence the swearing in of members after their election to the new Parliament.—*British Wireless Service*.

BRITISH INDUSTRY REJUVENATED

IMPROVED BANK CLEARANCES.

A Communist headquarters for forgery of passports, etc., has just been come upon in Vienna by the Police.

As anticipated Sir Herbert Samuel has been elected Leader of the Liberal Party in succession to Mr. David Lloyd George. The latter, in a letter to Sir Herbert, expressed himself as being completely at variance "with the disastrous course into which the Party has recently been guided."

Sir Austin Chamberlain is understood to have declined the offer of a peerage.

The swearing in of Members of Parliament has commenced.

Miss Peggy Salaman is nearing the goal of her adventurous flight. Last evening she alighted safely at Kimberley.

Lossiemouth observed a general holiday yesterday—the occasion being the triumphant return of the Premier after his great and successful Election Campaign. A great welcome and ovation was accorded him by his townies around The Hills.

At a civil reception at Elgin and Forres, the Premier said Government had no magical wand with which to disentangle the great and complicated problems confronting the country, but he hoped by persistence, ability, and courage to restore the Nation to its old position.

According to all reports, British industry and trade seem to have been rejuvenated. The hum of workers is being heard once more throughout the land.

BRIAND'S IMPORTANT LETTER

CRITICISM OF JAPANESE FUNDAMENTAL PRINCIPLE

CHINA'S PLEDGES AMPLE?

SUGGESTS DISPUTANTS IMMEDIATELY SETTLE AFFAIRS THEMSELVES.

Geneva, Yesterday.

A further letter from Dr. Alfred Sze to Sir Eric Drummond says it is now clear that the Japanese army in Manchuria is pursuing a deliberate policy of trying to substitute for the authority of the Chinese Government rule of various groups and individuals set up and maintained by the Japanese themselves.

The letter accompanies a memorandum embodying a report from Dr. Frederick Cleveland, Associate Inspector of Salt Revenues, describing the action of the Japanese in seizing salt revenues.

M. Briand's Letter.
The text of M. Briand's letter of October 30 to Mr. Yoshizawa was issued by the League Secretariat to-day.

Commenting on the Japanese declaration of October 26, M. Briand points out that independently of the vote taken at the last Council meeting, which retains its full moral force, there is still before the Council the valid resolution unanimously adopted on September 30 (which retains full executive force) in which the Council noted the statement made by the Japanese representative that the Japanese Government "will continue as rapidly as possible the withdrawal of troops, which has already been begun, into the railway zone in proportion as the safety of lives and property of Japanese nationals is effectively assured, and it hopes to carry out this intention in full as speedily as may be."

M. Briand adds that no indication whatever was given, at that time by the Japanese representative, that matters such as agreement in regard to treaty rights of Japan in Manchuria were in any way connected with the safety of the lives and property of Japanese nationals.

M. Briand further notes that two of the draft resolutions submitted to the Council on October 24, the first three paragraphs are exactly the same as the September resolution and, therefore, express the will of the two parties.

Fundamental Principles.
M. Briand next deals with the "fundamental principles" raised by the Japanese Government and observes that regarding the treaty rights of Japan in Manchuria he would draw the attention of Mr. Yoshizawa to the letter addressed to him (M. Briand) by the Chinese representative on October 24 declaring that "China, like every member of the League, was bound by the Covenant to a scrupulous respect of all treaty obligations."

M. Briand also says, the Chinese Government is determined loyally to fulfil all obligations under the Covenant and prepared to give proofs of this intention by undertaking to settle all disputes with Japan in regard to treaty interpretation by arbitration or judicial settlement, proposed (Continued on Page 12.)

changed in October to an average increase on the figures of last year of nearly 2½ per cent.—*British Wireless Service*.

H.K. TRAGEDY REVEALED

MISSING REVENUE OFFICER'S CORPSE FOUND

BULLET WOUND IN HEAD.

The body of Revenue Officer Nicholas James Young, who has been missing from his home at No. 12b, Carnarvon Road, since the evening of October 13, was found by a Chinese villager from Kau Pa Kang village this morning, in Lanchikok Pass.

The spot at which the body was found is about 500 yards from Lanchikok Prison and about 100 yards off the main road, near the 8th mile stone. An automatic pistol was said to be found lying on the ground, near deceased's right hand. The body was face down in some bushes, and in a badly decomposed condition. There is said to be a bullet wound through the right temple.

Where the body was found is off the beaten track, and from the position in which it was lying, could only be seen from the hill above. The villager was looking for a lost cow in the vicinity, and it was by accident he made the discovery. The body has since been removed to the Kowloon Mortuary.

MOTORISTS THIS IS YOUR PAGE

SMALLER WHEELS.

Larger Tyres Aid to New Ford.

While the changes that give new beauty to the Ford are observed chiefly in the bodies of the various types that were introduced the first of the year, the smaller wheel is recognised as an important contribution to the ensemble improvement of body lines as well as an additional degree of comfort and safety.

Observers have noticed that the improved Ford seems to sit closer to the road. This is correct. The centre of gravity has been lowered. This has been accomplished largely through reducing the diameter of the wheel from 21 inches to 19 inches. The difference in road clearance is, of course, not correspondingly great since a larger balloon tyre is used.

But, when a car's centre of gravity is lowered, even slightly, the improvement in comfortable riding qualities and safer operation is magnified beyond the actual dimensional change.

There has been no change in the rear axle ratio, yet the maximum speed of the car is not affected by the smaller wheels. This is because the lesser resistance of the smaller wheel permits the engine to rotate faster, thus maintaining the same maximum speed as with the larger wheels. Likewise, the smaller wheels result in somewhat faster acceleration or pick-up. Even at maximum car speed, however, the engine,

which has not been changed, operates at comparatively low speed.

The new steel spoke wheels are of Ford design and manufacture. Except for the smaller size, they parallel the wheel of the earlier Model A Ford with the additional advantage that is gained by shortening and therefore strengthening the triangles formed by the placement of spokes from hub to rim. The steel spokes are on quarter of an inch in diameter and are electrically welded with the hub shell and rim. The welding produces a wheel which is one piece, a factor that makes for additional sturdiness and reliability.

Because of this construction, road shocks are not dissipated by the single spoke closest to the obstruction but rather are distributed equally over all of the one-piece structure. The obvious effect of this is an increased resiliency and riding comfort. None of the outer spokes of the Ford wheel cross each other, a feature that makes for easy cleaning.

EASE OF HANDLING.

The "outstanding impressions" of the S.V. Minor recorded by "Spare Part" of the Bulawayo Chronicle were "its lightness and ease of handling, its sense of stability on the road, and its rounding sharp bends at speed, its particularly quick running and deep engine note, its easy riding of road surface irregularities, and its particularly efficient brakes."

"The standard gear movements

are easy to perform, and changes can be effected without pause. The remarkably quick 'pick-up' and acceleration make gear-changing self-dom necessary, and there can be little grouse on the score of power. With a passenger on board, I slowed to 5 m.p.h. on the location hill, and picked up speed and mounted the rise at 25 m.p.h. without changing down. For a car of its size, still stiff from newness, such power is surprising.

Powerful Brakes.

"One can feel that the Minor S.V. is capable of high road speeds. Bulawayo roads disturbed the little Morris not a whit. It rode all the bumps easily, with no tendency to leave the road or jar. For this its wide track is no doubt responsible. The same feeling of security and stability is noticeable in cornering, and the centre poles in the Bulawayo street can be negotiated with perfect ease without slackening speed. The quickly operating and powerful brakes add confidence. Both foot and hand brakes operate on all four drums."

PULLS LIKE A BULL.

A Leyland Bull-Terrier chassis, on test at Durban, South Africa, distinguished itself by performing a rather remarkable feat. A sixteen-ton loaded steam wagon had run into soft sand and had sunk axle deep. Before its driver could release his brakes, which were full on, the Terrier pulled it out on to firm ground with the greatest of ease, and without finding it necessary to use the auxiliary gear-box with its lower range of gears.

CARBON MONOXIDE

Ozonator Counteracts the Effects.

Among the millions of dollars worth of equipment in the Cadillac factory in Detroit, Michigan, few are as interesting as a machine known as an ozonator.

This machine generates ozone to counteract carbon monoxide gas which escapes from the exhausts of cars as they are driven from the assembly line.

"As you stand at the end of the line watching workers putting the finishing touches on a chassis," said the local agent of General Motors, "you will see a large metal box suspended from the ceiling over the line. This is to protect the men from the danger of carbon monoxide gas."

"Of course, this gas does not exist all along the assembly line, because the cars are moved by conveyor rather than by their own power. At the end of the line, however, the engines are started and the cars driven off. With cars constantly leaving the line, naturally there is a lot of carbon monoxide gas in the air."

"The ozonator is a rectangular sheet metal box enclosing a transformer and a group of glass cylinders which are coated with copper foil. Surrounding each glass cylinder is another cylinder of aluminium. In the space between these two cylinders a continuous electric discharge is produced. "Ozone is generated by circulating room air through this discharge by means of a small blower, located on the machine. This ozone oxidizes carbon monoxide and renders it harmless."

"The ozonator is typical of the consideration shown for the welfare of the employees in all departments. Every possible device that will make working conditions better is provided. Under these conditions, the employees can display their best craftsmanship and assure the precision manufacturing for which Cadillac is famous."

DURBAN'S DOUBLE-DECKERS.

A few weeks ago, the first double-decker motor omnibus to undergo a really exhaustive trial on Durban (S.A.) roads, was placed in service by the Corporation for a six months' trial. The bus is a Leyland Titan of the latest type, and was supplied by the Company's Natal Agent. This handsome blue vehicle immediately aroused a great deal of attention, and many hundreds of residents enjoyed rides on it during the first few days.

The Town Council's object is to make a thorough test of the vehicle over a long period, and to determine how it compares with the trams in earnings per mile, operating costs, etc. The authorities are already extremely satisfied with its capabilities, and state that on the Overport route, where the most difficult bends and sharpest gradients of the whole Durban system are to be found, the Leyland is operating with complete success.

TRAM v. BUS.

It would appear that the Tram versus Bus controversy is by no means confined to Britain alone. In many parts of the Empire, residents in the larger cities and towns are clamouring for the abolishment of the Tramway system, and its replacement by a fleet of modern buses. At Bendigo, South Australia, where considerable agitation is taking place on this subject, the local paper expresses the hope that it will yet see the day when a modernised bus service will put Bendigo "on the map" as a modern provincial city. The last few words of the foregoing sentence sum up the situation very aptly, for a city cannot claim to be modern or up-to-date if its passenger transport service is antiquated or obsolete.

Leyland Motors Limited, whose passenger vehicles are operated by more than 64 per cent. of the Bus-Operating Municipalities of Great Britain, are finding that Overseas Municipalities also are showing a very decided inclination to use Ley-

land vehicles to replace their trams.

This is very gratifying to a firm which has been concentrating on establishing a chain of thoroughly modern Service and Repair stations throughout the world, so that its users should have every facility which is available at the home factories. It is only fitting that the Empire should decide to use British buses, and it is fitting that the Titan and Tiger, which predominate in British Transport Services, should predominate in Transport Services Overseas. The authorities have had every opportunity of judging the capabilities of Leyland vehicles, for there are a great number of private companies throughout the world owning Leyland vehicles which have to operate under extremely difficult conditions.

"STRAIGHT TALK."

The following extracts from the *Sutherland Times of Invercargill, N.Z.*, give a strongly reasoned argument in favour of purchasing British vehicles:

"That some people will display their appalling ignorance and disregard of facts by stating that British cars cannot stand up to the work given them by owners in New Zealand, is, in the enlightened times, amazing. Why, British cars have proved themselves in every trial to be able to withstand the heaviest work imposed upon them. Whenever there is a test of endurance and engineering skill, British vehicles lead the way. Sir Malcolm Campbell, that Briton who has made the name, Britain, respected and honoured in motor car circles, has definitely proved that British engines and bodies are the finest in the world. His exploits on Daytona Beach are still talked about by those who occupy positions of responsibility in the motor engineering business."

"But apart altogether from the question of superiority of the British product, he is a very poor Briton, who in these troublesome times, advocates the purchasing of foreign goods. Yet there are persons in our midst who actually say, buy the foreign motor car, the product of my own kith and kin does not please me, I must have the mass produced automobile."

"As the position stands to-day, not one argument worth considering can be advanced in the favour of the foreign motor car. Every New Zealand person must realise that henceforth he must, now that the only sure markets for our products is Great Britain, talk British, think British, and buy British."

"REGENTS" AND GREEKS.

While the people of Athens are experiencing all the delights of modern road transport, as exemplified by the A.E.C. "Regent" single-deck buses, recently put into service in that city, eminent representatives of Greece have had the opportunity of observing in Great Britain the perfection of municipal transport as represented by the A.E.C. "Regent" double-deckers operated in Nottingham.

Three "Regent" vehicles were placed at the disposal of the delegation when the Greek Prime Minister, Monsieur Venizelos, officiated at the handing over of Westminster Abbey, Lord Byron's residence, by Sir Julian Cahn, to the city, and it is understood that these officials from the Near East were much impressed with the urban travel comfort enjoyed by the people of the West.

Nottingham, by the way, has just added another 20 "Regent" buses to its municipal fleet, which already includes 70 vehicles of the same type.

A LARGE ORDER.

Messrs. Croese & Blackwell, Ltd., the well-known preserved provision manufacturers, have recently been supplied with the following fleet of cars for use of their representatives:

- 55 Morris Minor Saloons,
- 2 Morris Minor Two-seaters,
- 3 Morris-Cowley Two-seaters,
- 1 Morris-Cowley Saloon.

IN TROPICAL AFRICA.

The roads of tropical Africa—if they can be called such, for the majority of them are mere cart tracks—are greatly inferior to anything in the way of roads encountered in Britain. And, while Africa has its full share of blazing sunshine, when it rains it rains in real earnest, and a fall of several inches in the day is quite common. The conditions of the "roads" after one of these rain periods is best left to the imagination. Traffic has to plough its way through water and mud, and a car to withstand continual use under these conditions has to be one of sturdy build and suitable design.

With the foregoing in mind, a paragraph extracted from a letter received from a Hillman owner at Mwanza, Tanganyika Territory, can be more fully appreciated:

"The car has done 34,000 miles in two years in Africa (total mileage 47,000)," he writes, "and except for routine maintenance has not been off the road for a single day. I consider this an extremely good record, and one rarely equalled by any car, whatever make." He concludes by adding that the paintwork and plating are still in perfect condition.

United States Government, public utility, tyre and rubber, packing house, telephone, telegraph and express companies. Of nearly 500 users of Chevrolet fleet equipment, 73 have purchased 27,505 units to date, Mr. Corbett said.

CHEVROLET CARS.

Fleet Sales Gain in 1931.

Large industries in their purchases of automobiles in most quantities for commercial use apparently are paying little attention to "buying lulls" and depressions, a survey of Chevrolet's fleet sales for the first six months of the year discloses.

During this period fleet sales increased 9.4 per cent over the same period last year, 71 per cent over the first six months of 1929, and came within 2,000 units of equalling the figure for the full year of 1929.

These figures include passenger cars and trucks purchased by large companies who contract to take a given amount of equipment within an agreed period.

The gain already recorded this year over previous years is expected to be maintained throughout 1931 except for routine maintenance has not been off the road for a single day. I consider this an extremely good record, and one rarely equalled by any car, whatever make." He concludes by adding that the paintwork and plating are still in perfect condition.

Not only have sales of fleet units gained this year over previous half-years, but the number of fleet users likewise has increased until to-day practically every large fleet operator in the country numbers Chevrolets among his equipment, according to Sidney Corbett, manager of the commercial car division. Among the largest users are the

(Continued at foot of preceding Column.)

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- BUICK.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
- MARQUETTE.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- G.M.C.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25044.
- MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- WILLIS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
- NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

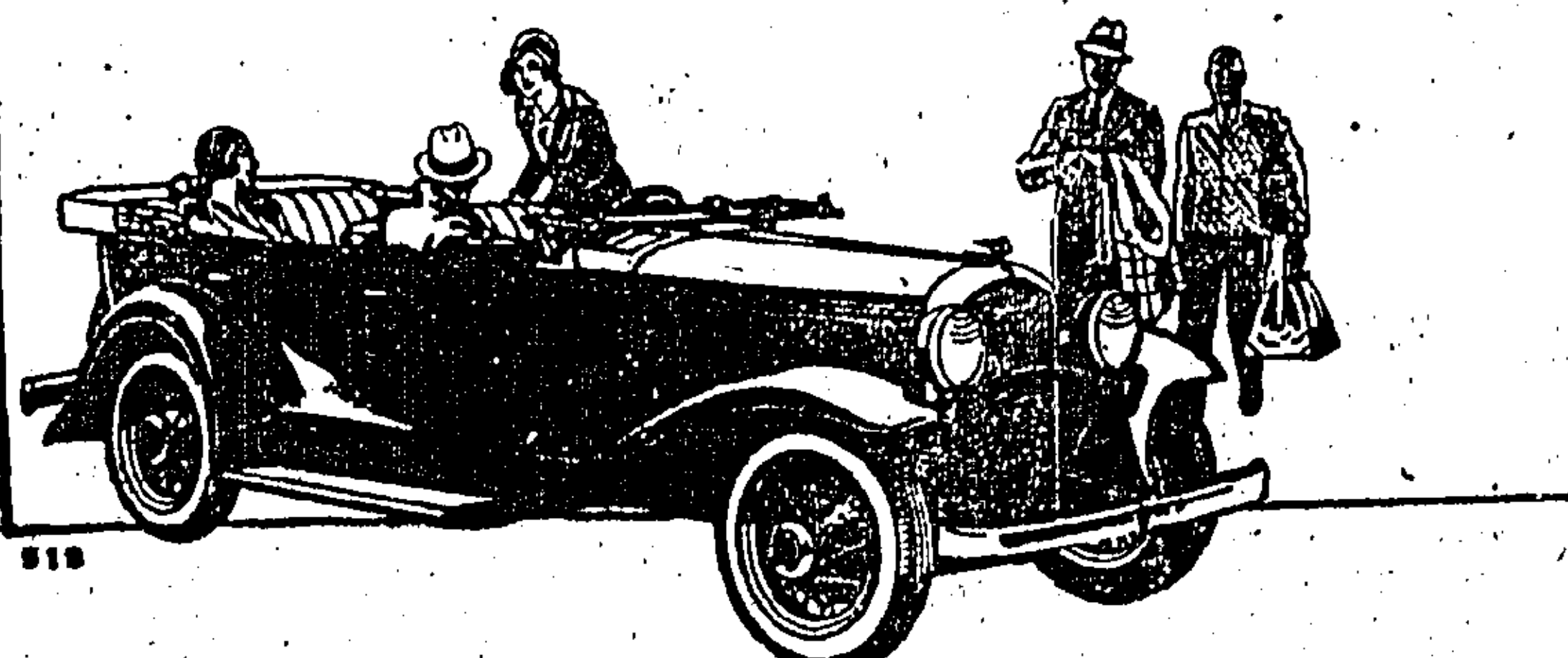
- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
- SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.
- FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
- INDIA TYRES.—W. R. Loxley Co., York Bldgs., Tel. 22285.
- MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
- PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
- WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

FREE WHEELING EASY, ECONOMICAL DRIVING

In the low-price field, the new Chrysler-Plymouth gives you *Free Wheeling*—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth *Free Wheeling* you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth *Free Wheeling* you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.



FLOATING POWER EASY-SHIFT TRANSMISSION 56-HORSEPOWER ENGINE
HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

PLYMOUTH

THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY

THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors.)

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WHAT PRINCE GEORGE SAW

VISIT TO LEYLAND'S MOTOR WORKS.

Prince George, on his return to Britain after having seen the large number of Leyland vehicles operating in South America, expressed a wish to visit the main works of Leyland Motors, Limited, the old-established firm of commercial vehicle manufacturers. In order that he might better study the conditions under which these well-known vehicles are built, his visit was informal.

It was not possible for His Royal Highness to see the whole of the Company's huge works—in addition to its branch works, its Lancashire properties alone extend to over 160 acres—so that a carefully arranged programme had to be mapped out to enable him to see as much as possible of the Company's activities, in the brief time at his disposal.

Arriving at the machine shops which have recently been erected close to the Company's steel foundry, Prince George was met by the Directors. Almost his first action was to enquire the destination of three large packing cases which stood on a lorry nearby. These, it was explained, were chassis packed ready for shipment to one of the numerous Leyland depots abroad.

Entering the machine shops, the Prince passed down two long bays devoted to the machining of aluminium parts, and in other bays saw the whole process of machining cylinders and the process through which crankshafts have to pass from the rough forging to the finally finished and balanced article. It was only a glimpse at these shops, but the Prince was able to form some idea of the modern lay-outs and plant utilised at Leyland.

A walk of a few hundred yards across the open brought him to the Foundry, which, in addition to supplying castings for Leyland vehicles, supplies large quantities to the Admiralty and leading engineering firms through the country, where the Prince saw molten steel being poured from one of the huge electric furnaces, and the subsequent casting of the moulds. Before leaving the Foundry, he was shown similar operations in iron.

Entering his car, His Highness proceeded to the North Works, where the majority of the machining and assembly of the chassis takes place. Driving right in at one end of the long, lofty building devoted to the final assembly of the units into the chassis, he saw how chassis, commencing at one end as a bare frame, pass down the shop until they are finally completed by the fitting of units arranged at convenient stages along the length of their courses.

His Highness now passed through further shops, inspecting different operations in the building of the units, until he came to the gauge room. In

this room, all gauges used throughout the works are checked at least once a week, for on their accuracy depends to a great extent the precision with which work is carried out throughout the whole factory. Here the Prince himself operated a machine capable of measuring to 100,000th part of an inch, and checked on a dial the expansion caused by holding his hand on a four-inch piece of metal.

Before leaving the chassis works, Prince George spent some time inspecting the erection of engines, and watching a row of some of the various types on the electrical test benches. He was surprised to hear of the rigorous testing which each engine must receive before passing into the hands of the user, but appreciated the necessity for this.

A representative range of Leyland vehicles had been drawn up for his inspection outside the North Works. This range included one of the latest types of 400-700 gallon fire engines, on which was mounted a turn-table escape, for time would not permit His Highness to visit the branch works set aside for the manufacture of this type of vehicle. As the Prince approached, the escape was extended with a member of the Works Fire Brigade at the top.

Passing down the line of vehicles, the party then walked through the Service Stores, the headquarters of the wide-spread Leyland Service organisation, which retains spare parts to the value of £50,000, for instant despatch to users.

In the South Works, the Prince visited the Aluminium Foundry, where he saw die-casting, a process extensively developed by the Company of late until now it produces castings by this method of upwards of 50 lb. in weight, probably the heaviest and most intricate yet achieved in Great Britain.

The Prince had expressed a desire to see a vehicle which was being specially constructed for work overseas. This vehicle undoubtedly aroused his interest: it has eight wheels, all of which are driven and steerable, so that it can pass over almost impossibly hilly and boggy country.

Only a few minutes could be spared for a walk round the coachworks, reputed to be the largest in Great Britain devoted extensively to commercial bodywork, then His Highness passed on to the sports ground, where, in order that he could form some idea of the welfare side of the Company, he saw several hundred apprentices undergoing physical training, which forms part of the Leyland educational system. Late though he was, the Prince would not disappoint the lads, and walked along the line amidst cheers from employees and their families who had assembled there to greet him.

RUBBER BUMPERS FOR SPEEDERS.

Munich, more than any other German city, is jammed with automobile traffic because it is located so that a great deal of traffic between other populous cities passes through its rather congested business section.

In an effort to keep this traffic flowing as smoothly as possible, sturdy posts of iron and concrete were set up to mark the traffic lanes in several of the community's squares and street intersections. Motorists were forever colliding with these formidable markers and so the municipal authorities decided to replace the solid posts with others made of rubber.

These are painted white and made more noticeable by black strips near their tops. They look as hard as the iron and concrete pillars they replaced and motorists, of course, try to avoid hitting them but when a car does crash into one of the resilient posts, it gives and, unless another machine runs into the car, no harm is done to the automobile or its occupants.

Since the installation of the rubber posts the number of casualties within the limits of Munich has been greatly reduced. The posts, which are about four feet high and ten inches in diameter, are set firmly in low, square concrete bases. They are but little more expensive than concrete and iron posts and, under ordinary conditions, will last for many years.

Several other European cities, profiting by the experience of Munich, are installing the rubber traffic guides to protect careless and reckless motorists.

AUTO FUMES CURBED BY NEW CARBURETTOR.

A device which, according to laboratory and road tests, insures virtual elimination of carbon monoxide, saves from 20 to 50 per cent., in gasoline consumption and permits the use of gasoline, kerosene or fuel oil in any internal combustion engine—automobile, motor boat or airplane—has recently been perfected.

Other advantages claimed for it are the elimination of carbon in speed, power and acceleration. The device is known as the Juhasz Tri-Fuel carburettor.

EX-PRESIDENT KIDNAPPED IN MODERN FASHION.

While the publicity value may be rated as dubious, it is of interest to note that the kidnapping last October of Mr. K. J. Stahlberg, ex-president of Finland, was made in a Chevrolet sedan. Several young nationalists captured Mr. Stahlberg in Helsinki and drove him 600 miles to the edge of the Russian border. Here they reported of their rashness, put their captive out on a lonely road and sped away, leaving the ex-President to find his way to a railroad station.

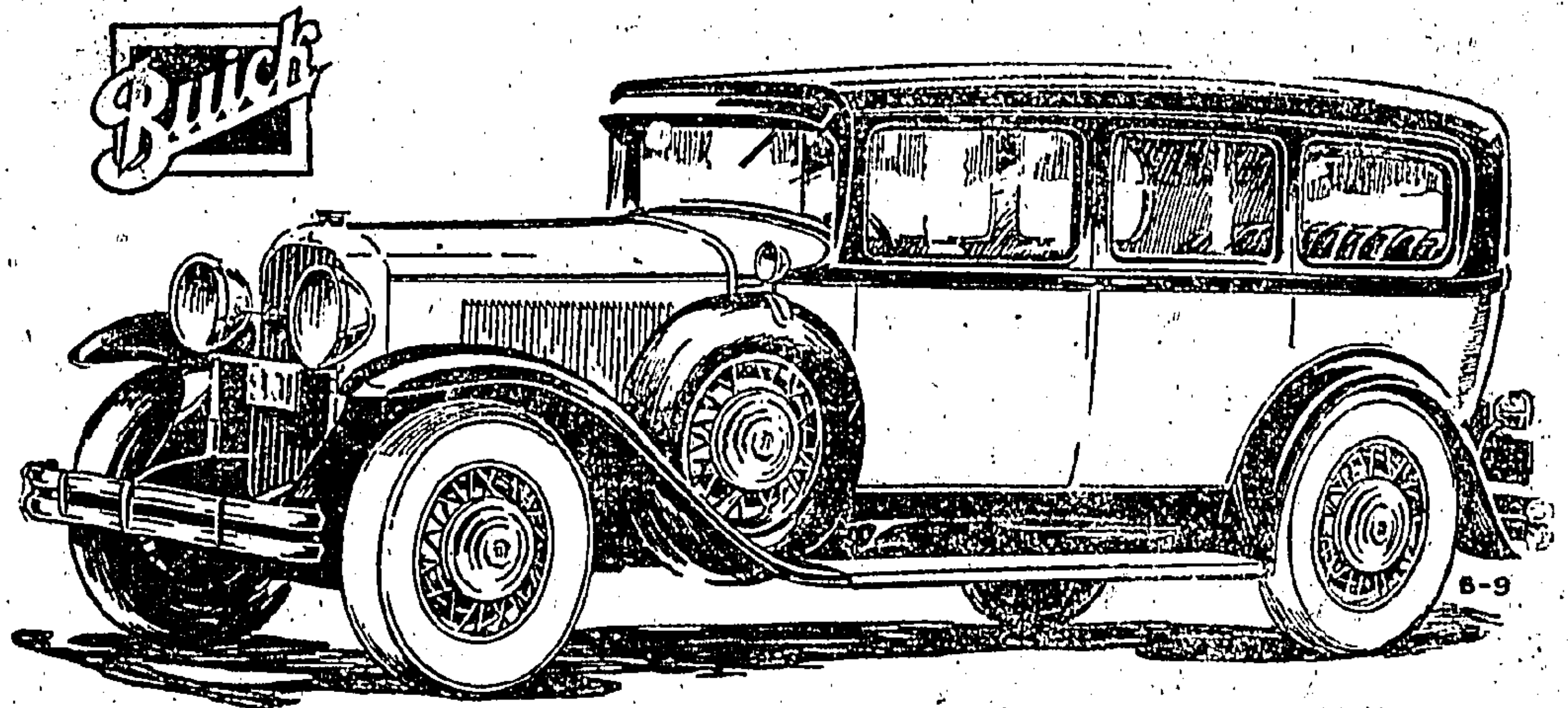
BRITISH DRIVING TESTS.

Britain is struggling with a new driving law, among the provisions of which is a standard test that must be passed by new drivers applying for a first licence. This driving test seems fair and with the growing motor traffic on British highways is probably necessary. The provisions of the test are as follows:

1. Start the vehicle from rest, move away in a reasonably short time and maintain a straight course.
2. Turn right and left hand corners correctly.
3. Stop vehicle within a reasonable distance when travelling at various speeds and show that driver can brake promptly and effectively.
4. Operate all controls with safety and without moving from the driving seat.
5. Give all recognized signals, whether by hand or by a satisfactory signalling device.
6. Reverse for a reasonable distance, make a left or right hand turn in reverse gear and back the vehicle into an indicated position.
7. Stop vehicle in roadway thirty feet in width.
8. Stop, hold and start the vehicle on a gradient of at least one in fifteen, but not steeper than one in ten.

Edna May Day of the German Grant Opera Company purchased the first of the 1931 Chevrolets to come off the assembly line.

PRODUCT OF GENERAL MOTORS



THE EASIEST CAR IN THE WORLD TO DRIVE

Buick owners will tell you that the Buick Eight is the easiest car in the world to drive. You will hear many of them remark on how fresh and relaxed they feel after driving their Buicks all day.

Here's the proof. Drive a Buick Eight. See how easily it steers... how easily and silently the gears shift... how easily and quickly a light pedal pressure will bring the car to a smooth, full stop.

Complete, perfect control at all times. Control of steering—control of brakes—control of engine operation—all at the instant command of the driver. And that is just one of the reasons why women, as well as men in all parts of the world, buy from two to five times as many Buicks as any other car in Buick's wide price range.

The 8 as BUICK Builds It

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

BRITISH WORKMANSHIP.

From the owner of a 1929 16 h.p. Humber Saloon comes a most interesting account of a 3,000 miles' Transcontinental trip.

While the journey may, or may not, be one that many cars of the day are capable of completing, considering that there were more than 30,000 miles already to the credit of the car in question, and that no preparations of any kind were made for this "Coast-to-coast" hop (from Dieppe, across France and Spain, via Madrid, to Gibraltar; back then by way of the East coast of Spain, through Valencia and Barcelona, to Dieppe), the performance is specially worthy of comment.

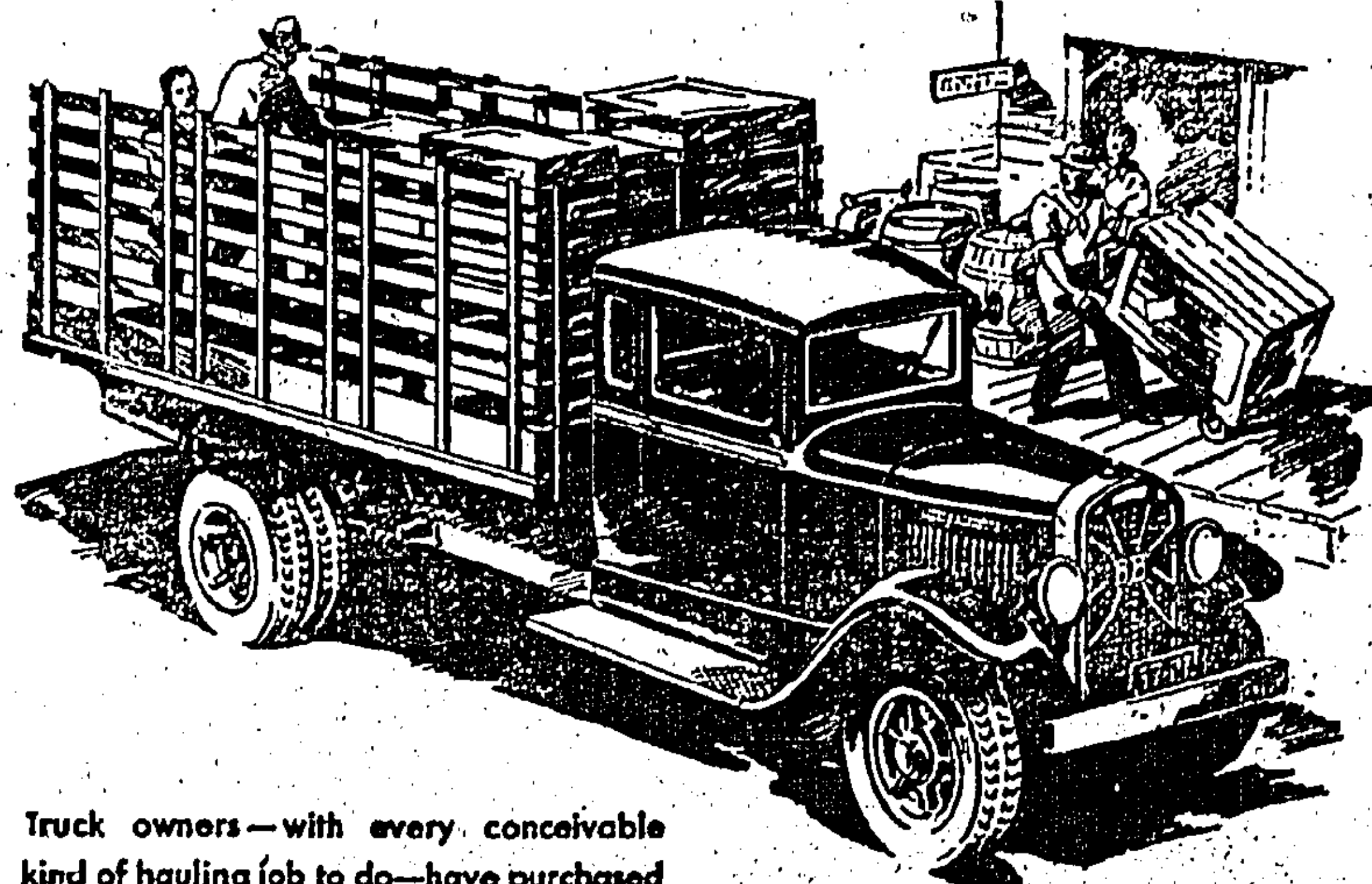
"In spite of heat, bad road surfaces, indifferent petrols and very steep gradients, particularly in the Southern half of Spain," writes the correspondent, "the car ran perfectly throughout. Both outward and homeward I covered some 400 miles a day—with sun temperatures up to and beyond 160°—and yet on not one single occasion was there the least sign of over-heating. Moreover, the 1,600 miles from Malaga to Dieppe—over the most tortuous mountain roads I have ever experienced—were covered in 5 days' running time, at an average speed throughout of well over 40 m.p.h.

The owner, in stating that he considers the performance a very great tribute to the Humber Company, and to British workmanship, continues:—

"I may add that this opinion is also held by several people in the motor industry in Spain whom I met, and who were frankly amazed that a 16 h.p. car should put up such a performance on the really difficult and tortuous roads covered, with no more care and attention than filling with petrol and oil.

"In view of this happy experience I should not hesitate to take the car over any roads in Europe. I am well acquainted with all parts of the continent, and I do not know of any area which would offer a severer test to the efficiency of any 'two-year-old' than the South-Eastern corner of Spain."

OVER 400,000 DODGE TRUCKS Chosen by Truck Users



Truck owners—with every conceivable kind of hauling job to do—have purchased over 400,000 Dodge Trucks. • • • What could more conclusively prove the solid worth of these dependable workers? And what could be more advantageous to you than the experience gained by Dodge engineers and craftsmen in the designing and building of this enormous total. Such experience assures the modern design,

precision construction and part-to-part balance that mean even greater Dodge dependability, lower operating costs and more able performance throughout this truck's unusually long life. • • • Inspect and test Dodge Trucks. You will say they are every inch modern trucks—exceptional values at their low prices.

DEPENDABLE
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DEPENDABLE—ECONOMICAL—CAPABLE

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BEATING THE MAIL.

The Morris Distributors in Bombay, French Motor Car Co., Ltd., have received the following letter from S./C. Condor. J. R. Price, of the I.A.S. Corps, Ambala:—

"It might be of interest to you that the Morris Minor car purchased from you on January 9, 1930, now having been on the road for seventeen months, performed the distance of 365 miles, i.e., from Rawalpindi to Ambala Cantt., in nine running hours, an average of over 40 miles per hour.

"I left Rawalpindi at 13.30 hours on May 25, and arrived at Lahore by 17.00 hours, where I remained for the night. An interesting item of this portion of the journey is the fact that I actually beat the Frontier Mail; just before leaving I said 'good-bye' to a friend, who was proceeding to England, and after having tea in Lahore, I waited for the Mail to arrive, when I had a talk with my friend again.

"The following morning I left at 06.30 hours, and arrived at Ambala Cantt. by 14.00 hours, but this time I had lost two hours' running, first by getting breakfast at Jullundur, and the second by running into a sand drift on the side of the road in avoiding some cattle.

"The only mishaps received other than that mentioned above were three punctures, through

GOOD GOING.

News has been received from Messrs. Makomess, Ltd., Morris Distributors for Port Elizabeth and District (South Africa), that Mr. E. T. Baxter, the private owner of a Morris Minor overhead valve two-seater model, recently set up a new record from Johannesburg to Port Elizabeth by covering the 746 miles separating these towns in a total running time of 23¼ hours, the average speed throughout being 32 m.p.h.

This performance was all the more meritorious inasmuch as the driver undertook the journey purely as a pleasure trip, and carried with him considerable luggage.

picking up two pieces of wire and a nail; but as they only caused very slow punctures, they did not interfere with the actual running, and were not discovered until the morning after the completion of the run. Up to the present no part has been renewed in the car; even the original tyres and tubes are still going strong.

"The only other point that might interest is that the above journey was carried out with eight gallons of petrol, which means that the car was using a gallon for each 45 miles.

"As regards the load, I was the only passenger, but the whole of the back of the car was filled with kit and bedding."

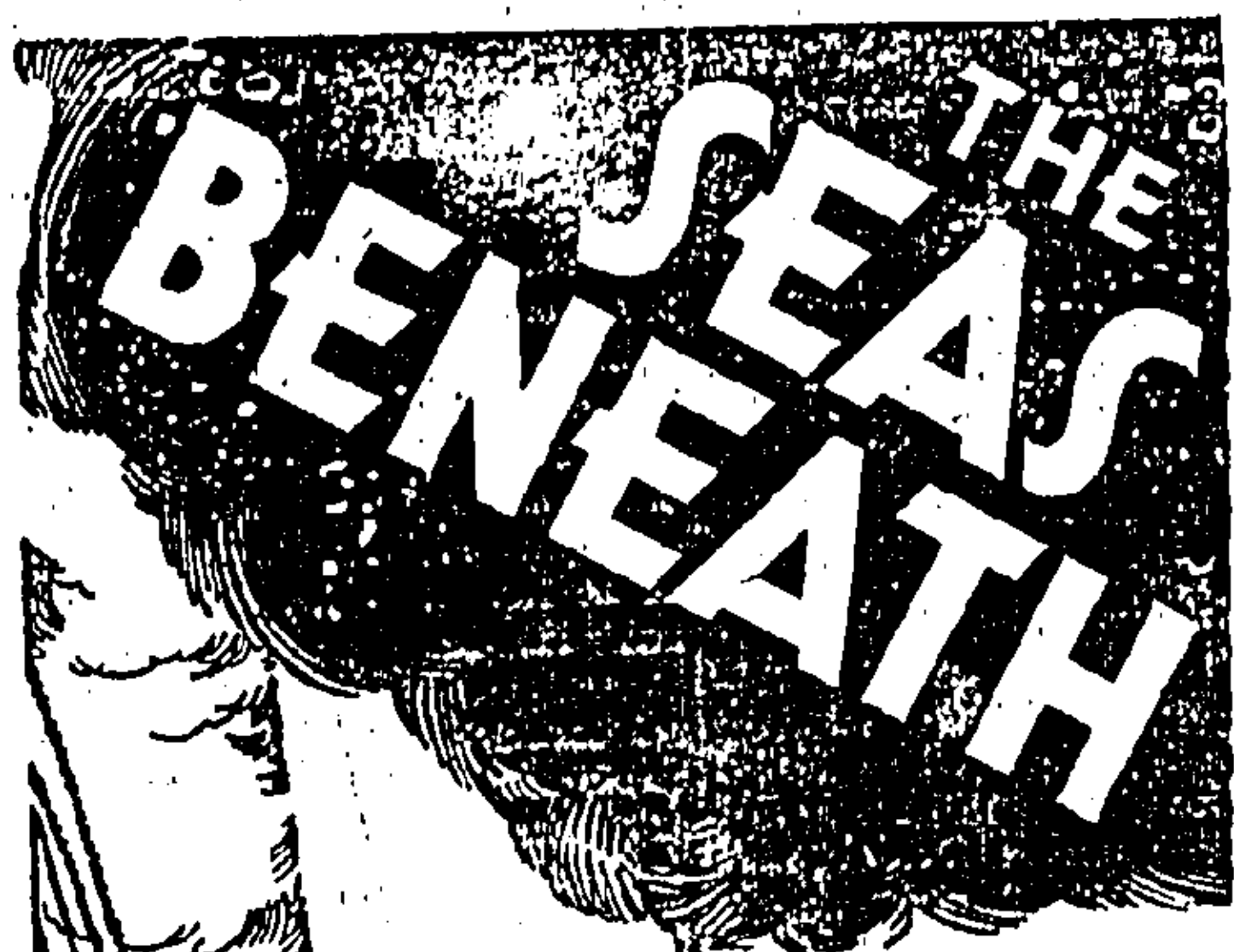
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A GRAND DOUBLE ATTRACTION

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At 2.30, 5.10, 7.15 and 9.30 p.m.

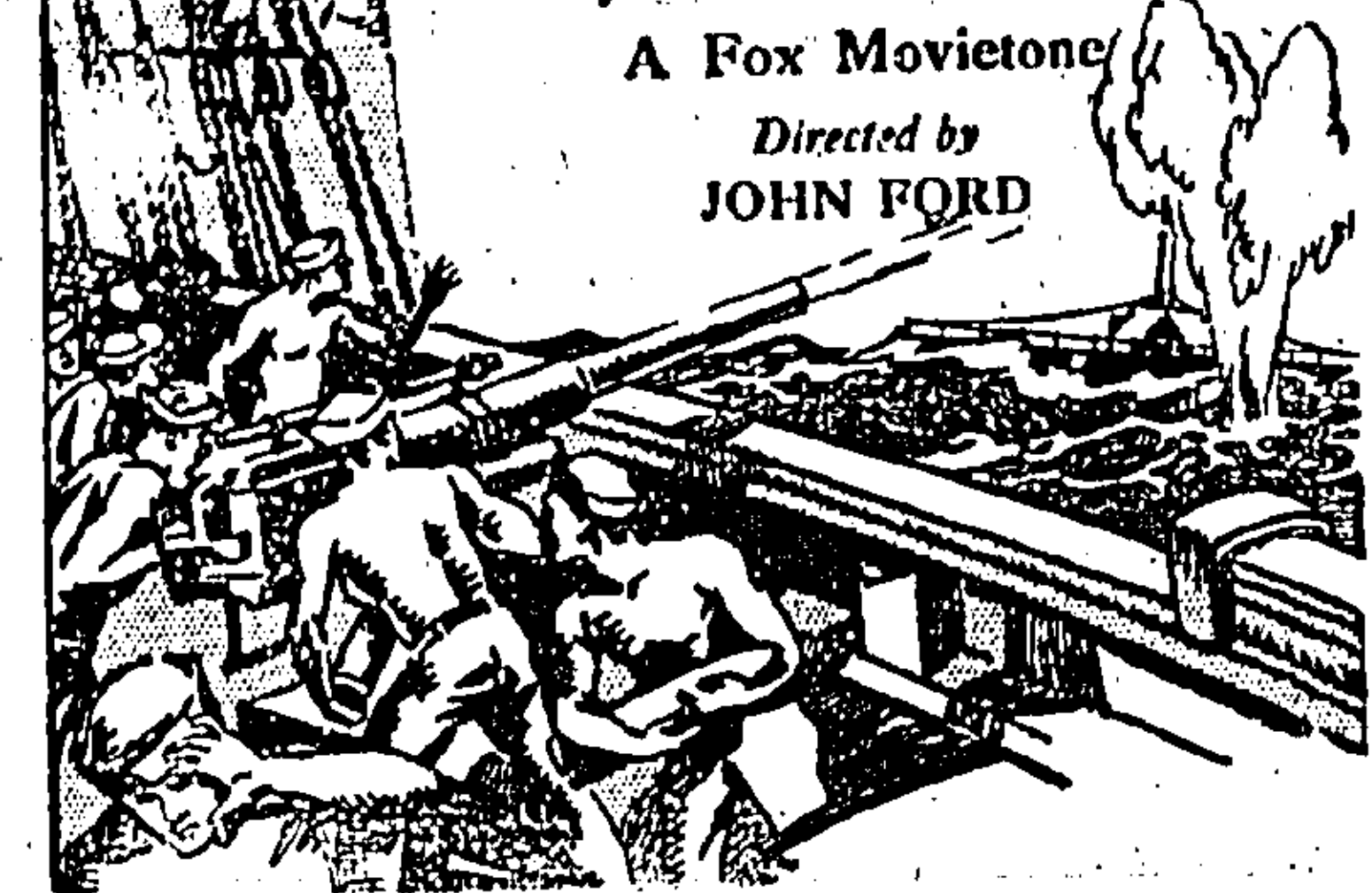


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MARION LESSING

and a gallant crew of
fighting, fearless, devil-
may-care men of the sea.

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Directed by
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THE HONG KONG & SHANGHAI HOTELS, LTD.

CURRENT SPORTING GOSSIP

SHANGHAI RACING CLASSIC.

Favourite Wins the
Champions.

LUCKY TICKET HOLDERS.

A huge crowd was present at the Shanghai Champions race-day. The weather was cloudy but kept fine during the day's racing. The result of the race was as follows:—

*Sailand (Dallas) 1
Fireflash (Encarnacao) 2
Hazy Morn (Noodt) 3
*favourite.

The fortunate owners of the following tickets received the following sums:—

Two First Prizes.
1319 and 78153 each received \$142,000.
Two Second Prizes.
41973 and 77873 each received over \$40,000.
Two Third Prizes.
54111 and 23810 each received over \$20,000.

SPORTS NEWS IN BRIEF.

The following will represent the Hong Kong Ladies' Hockey Club against H.M.S. Berwick on the Navy ground at Happy Valley today at 5.15 p.m.:—

I. Ritchie; I. Butler; A. Nicol; E. O'Hagan; M. Wallace; M. Whitham; M. Jones; E. Ross; E. Bonnar; M. Smalley; and R. King.

The following will represent the Hong Kong Hockey Club "A" team against the Club de Recreol at King's Park at 5.15 p.m. tomorrow:—

E. S. Moses; G. F. Rees; L. A. R. Duncan; P. W. Allen; E. G. Dale; B. L. Stock; A. Reinecke; W. A. F. Kerrie; R. H. D. Wade; K. H. Utley; and R. W. Sapsed.

The following will represent the "Incognitos" hockey eleven in their match against the Central British Association tomorrow at 5.10 p.m. at King's Park:—

A. P. Eca da Silva; A. M. Rodrigues; R. Silva-Netto; N. Beltrao; W. Reed; F. G. Barros; F. Remedios; C. E. Barros; E. V. Reed; R. C. Reed; and J. A. de V. Soares.

Reserves: L. Carvalho and F. Silva.
Official Referees: Karnall Singh and F. Allen.

On Saturday the Hong Kong Ladies' Hockey Club will hold a practice game at Sookunpoo when the following players will be on view:—

Colours:—N. Ferguson; E. M. Gray; B. Franklin; J. Whyte; M. Bird; M. Hudson; A. McElroy; P. M. Harrop; E. M. Donelan; C. Ferguson; and M. Bishop.
Whites:—I. Ritchie; A. Nicol; I. Butler; E. O'Hagan; E. Bonnar; M. Wallace; B. Laing; J. Dalsiel; E. Ross; E. Blackburn; and A. G. Orme.

At the annual meeting of the Royal Hong Kong Yacht Club yesterday the following officials were elected for the ensuing year:—

Commodore: Mr. E. W. Carpenter, O.B.E.; Vice-Commodore: Mr. H. S. Rouse; Rear-Commodore: Mr. T. H. R. Shaw; Hon. Secretary: Mr. R. J. Vernal; Assistant Hon. Secretary: Mr. M. I. De Ville; Librarian: Mrs. H. S. Rouse.

Members empowered Mr. H. S. Rouse to convey their grateful thanks to his wife for the hard work she had done in connection with the Club's library.

Sailing Committee: Commodore A. H. Walker, Lieut.-Col. W. N. Stokes, and Messrs. F. D. Tracy, V. Goulborn, B. Naess, and C. E. L. Grist.

Rowing Committee: Messrs. H. W. Duley, R. Schmidt, K. B. Robertson, G. T. Padgett, G. T. May, and G. G. S. Thomson.

General Committee: Commodore A. H. Walker, Lieut.-Col. W. N. Stokes, Messrs. C. E. L. Grist, V. Goulborn, G. G. S. Thomson, G. T. May, G. T. Padgett, and H. W. Duley.

LEAGUE FOOTBALL FOR SATURDAY.

Club Entertain the
Argylls.

BORDERERS v. NAVY.

The following is the League Football programme for Saturday:—

First Division.
(Kick off 4.15 p.m.)
Borderers v. Navy at Sookunpoo.
Referee: Mr. Brown.
Club v. Argylls at Happy Valley.
Referee: Mr. Caswell.
Police v. St. Joseph's on St. Joseph's ground. Referee: Mr. Wright.

Second Division.
(Kick off 2.45 p.m.)
Borderers v. University at Sookunpoo. Referee: Mr. Trice.
Kowloon v. Argylls at Kowloon. Referee: Mr. Lawrence.
12th Batty v. Navy at Chatham Road. Referee: Mr. Parker.
Club v. R.A.O.C. at Happy Valley. Referee: Mr. Pooley.

Third Division.
(Kick off 4.15 p.m.)
Radio v. Borderers at Chatham Road. Referee: Mr. Fieldhouse.
(Kick off 2.45 p.m.)
St. Joseph's v. R.A.F. on St. Joseph's ground. Referee: Mr. Godsell.

IMPORTANT TENNIS MEETING.

Davis Cup Conditions
Unchanged.

HOW THE NATIONS VOTED.

The report of the meeting—one of the most important in the history of lawn tennis—of the representatives of the Davis Cup nations, held in London in June, was considered by the Council of the Lawn Tennis Association at their meeting in London recently.

Twenty-six nations were represented and the outstanding proposal was that of Mr. T. B. Barker, of South Africa, who moved that the Davis Cup competition should be held biennially instead of annually. He was supported by Mr. R. J. McNair (Great Britain), who seconded the proposal, Mr. R. H. Youdale (Australia), Chevalier P. de Borman (Belgium), Mr. C. Barde (Switzerland), Dr. H. O. Behrens (Germany), and Mr. Rex Tucker (South Africa).

Mr. Baker urged that under present conditions the competition would suffer in prestige if it was not made possible for all nations to compete regularly.

Mr. Watson, Washburn (U.S.), who opposed the proposal, said that to play the tournament biennially would make it more, rather than less, difficult to compete, because there might be occasions on which players would not be available for the particular year in which the competition took place.

The question was put to the vote and the voting was as follows:—
For—Argentina, Australia, Belgium, Chile, Denmark, Germany, Great Britain, India, Italy, New Zealand, South Africa, Sweden, and Switzerland. (Thirteen nations).

Against—Austria, Canada, Cuba, Czechoslovakia, Egypt, Finland, France, Greece, Hawaii, Holland, Hungary, Ireland, Japan, Mexico, Monaco, Norway, Philippines, Poland, U.S.A., and Yugoslavia. (Twenty nations).

Mr. C. S. Almond (Ireland) asked the meeting to consider an alteration to the regulation on the matter of expenses. The effect of the present regulation had been a very serious matter for Ireland, inasmuch as they had had to pay \$155 towards the travelling expenses of the Australian team last year. A similar situation had arisen this year in regard to South Africa. Ireland's revenue was comparatively small, and this year it had been found necessary to ask for a levy from the clubs in order to keep the association going.

Mr. T. B. Barker (South Africa), Mr. Broese van Groenou (Holland), Mr. H. A. Sabelli, and a nominee of the Irish Lawn Tennis Association, it was decided, should be asked to serve on a committee to inquire into the matter and to make recommendations.

HOCKEY CLUB ARE DEFEATED.

McTavish Too Good for
the Defence.

RADIO SPORTS LOSE.

Three hockey matches were played yesterday with the following results:—

Club 0 Argylls 2
Jat Regt. 2 Radio S.C. 1
Mamak Shield.

R.A.S.C. 0 St. Andrew's 1
On the U.S.R.C. ground yesterday the Argylls proved to be worthy winners over the Hong Kong Hockey Club by two goals to nil. The military attack was very dangerous once it going and McTavish presented an everpresent danger when within the circle. He scored for the Argylls in each half. The Club had opportunities but allowed them to escape and on the whole gave a disappointing display.

On the Marina ground yesterday the Jat Regiment defeated the Radio Sports Club by the odd goal in three.

The opening minutes produced fast play with the Jats pressing the Radio goal for a long period. The Radio then broke away but were pulled up for offside. At this period there was too much whistle, the Radio being chief offenders.

G. Singh, at centre, forward obtained the ball in his own half and dribbling right through scored with a beautifully placed shot to give the Radio the lead.

On resuming, the Jats took the ball up the field but failed to convert when inside the circle, Spary clearing from close in. The Jats forwards were doing well, but time-lifting by Guest, the Radio full back, repelled all attacks. A few minutes later Spary was to the fore with three smart saves, eventually clearing to the wing.

At this period the Jats were inclined to dribble too much and the Radio halves cleared easily. The Radio then broke away on the left but sticks spoilt what might have proved a good effort. From the free hit the Jats took the ball up and equalised through their inside right. Following midfield play a good combined movement by the Jats forwards resulted in their centre forward giving them the lead.

Play now became a little bolsterous and hard hitting spoilt good hockey. Kemp for the Radio took the ball down on the left but his centre was cleared.

Spary, Guest, Kushi and Hanib did well for the Radio and for the Jats the half backs and the three inside forwards were outstanding.

Mamak Shield.

In the Mamak Shield hockey tournament at Sookunpoo yesterday afternoon, the St. Andrew's Club defeated the Royal Army Service Corps by the only goal scored. The game was very even, and N. A. E. Mackay netted for the winners in the first half.

Tournament Table to Date.

	P.	W.	L.	D.	Pts.
St. Andrew's	3	2	1	0	8
C.B. Assoc.	1	1	0	0	4
Radio S.C.	1	1	0	0	4
R.E. & Sig.	1	1	0	0	2
H.K. Police	2	0	2	0	8
R.A.S.C.	2	0	2	0	1

Mr. H. A. Sabelli pointed out that at the last meeting of the meeting of the International Federation new rules had been added regarding the qualification of a player to represent his country, and among other conditions, a three years' residential qualification had been adopted. The residential qualification for Davis Cup purposes was two years, and the suggestion was that the Davis Cup regulation should be brought into line with the International Federation rule. The meeting agreed that the necessary steps should be taken to bring the regulations into line.

Mr. Sabelli also explained a suggested new method of playing the European Zone of the Davis Cup, which would have the effect of saving a round and present certain advantages as regards the nations in the North of Europe and overseas challengers. The delegates approved of the scheme in principle and decided to appoint a committee to consider the proposal to draft the necessary alterations in this regulation.

MAJESTIC

TO-DAY ONLY AT 2.30, 5.20, 7.20 & 9.20 P.M.



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Whom two thrillingly beautiful women call "The Man I Love!" The man who can't choose between Mary Brian's lovely charms and Bacanova's devastating beauty!

HEAR Mary Brian sing her love to this young hero-aviator of "Wings!" Hear Richard Arlen avow his devotion! Hear the screaming Harry Green—Jack Oakie fun!

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COMING SOON TO THE KING'S.



YESTERDAY'S CRICKET RESULTS

Navy Beat Army at King's Park. TWO HALF CENTURIES.

On the Navy ground at King's Park yesterday the Royal Navy defeated the Army by three wickets.

The Army lost two quick wickets but a third wicket stand between Lt. Hamilton and Lt. Barlow produced 75 runs and changed the whole complexion of the game. Hamilton, who is in the running for an Interport blazer, scored 59 before he retired, and Barlow contributed 37 to the total of 155. Mid. Hunting captured 4 wickets for 25 runs and Mid. Boyle 3 for 36.

A sixth wicket partnership between Capt. Burnett and Lt. Dixon produced 85 runs and placed the Navy in a challenging position after losing half their wickets for 59 runs. Sgt. Williams, the Army fast bowler and a candidate for Interport honours, claimed 4 wickets for 28 runs in 12 overs.

Scores:—

Army.		
Lt. Younger, run out	3	
Sgt. Patterson, b Boyle	14	
Lt. Hamilton, retired	59	
Lt. Barlow, c Edwards, b Burnett	37	
Lt. Macfarlan, c Squance, b Hunting	8	
Capt. Moir, c Squance, b Boyle	3	
Lt. Anstruther, c Burnett, b Hunting	0	
Capt. Mirehouse, b Hunting	4	
Anderson, b Hunting	2	
Lt. Black, c Clover, b Boyle	14	
Sgt. Williams, not out	1	
Extras	10	

Total

Fall of wickets:—1 for 21; 2 for 28; 3 for 103; 4 for 108; 5 for 133; 6 for 133; 7 for 134; 8 for 136; 9 for 119; 10 for 155.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hunting	7	1	25	4
Boyle	11	3	36	3
Dixon	3	0	8	0
Dale	2	0	16	0
Wainwright	5	0	27	0
Burnett	4	0	33	1

Navy.

Lt.-Comdr. Squance, c Patterson, b Anstruther	19
Lt.-Comdr. Skyrme, b Black	10
Mid. Hunting, b Hamilton	0
Lt.-Comdr. Clover, l.b.w., b Williams	13
Capt. Burnett, c Black, b Williams	37
Mid. Wainwright, b Williams	0
Lt. Dixon, retired	53
Lt. Edwards, c Mirehouse, b Williams	3
Lt. Villiers, c Williams, b Anstruther	1
Lt. Price, run out	1
Mid. Boyle, not out	8
Extras	22

Total

Fall of wickets:—1 for 31; 2 for 31; 3 for 50; 4 for 58; 5 for 59; 6 for 144; 7 for 154; 8 for 158; 9 for 159; 10 for 167.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Williams	12	0	28	4
Mirehouse	7	2	19	0
Hamilton	5.2	2	11	1
Anstruther	8	2	18	2
Black	3	0	18	1
Anderson	4	0	9	0
Barlow	5	0	29	0
Macfarlan	3	1	13	0
Williams bowled 6 no balls, and Black 3.				

D.B.S. DRAW WITH THE VARSITY JUNIORS.

Gosano 54 Not Out.

The Diocesan Boys' School drew with the University second eleven at Pokfulam yesterday.

An undefeated innings of 54 by E. L. Gosano improved an invaluable aid to the University who commenced very shakily against the bowling of Prata (5 for 38).

On taking second use of the wicket the D.B.S. lost their prolific

Our Sports Diary.

LOCAL

HOCKEY—To-day—Hong Kong Ladies' v. H.M.S. Berwick at Happy Valley at 5.15 p.m.
To-morrow—H.M.S. Tamar and Small Ships v. Radio Sports Club on the Navy ground; Hong Kong Hockey Club "A" v. Recreation at King's Park at 5 p.m.

POLO—To-morrow—Navy Cup Competition Finals at Causeway Bay.

ATHLETICS—Saturday and Sunday—South China Athletic Association Annual Sports Meeting at Caroline Hill.

PING PONG—To-day—Distribution of League Prizes at the Chinese Y.M.C.A.

GOLF—Saturday—Royal Hong Kong Golf Club Captain's Cup.

RACING—Saturday—Eleventh Extra Race Meeting.

CRICKET—Saturday—Division I—Civil Service C.C. v. Indian R.C.; University v. R.A.; Division II—Indian R.C. v. Borderers (L.); Police R.C. v. Civil Service C.C.; Kowloon C.C. v. Argylls; Royal Navy v. Craigengower C.C.

scorers, A. Prata and R. J. Reed, without scoring many runs and were in a desperate position when stumps were drawn, requiring 89 runs for victory with two wickets in hand. H. Nomanbhoy and C. E. R. Clarabut proved deadly on the matting wicket.

Scores: University.

D. Hunt, c and b Prata	17
A. S. A. Kyum, c S. Lee, b Prata	8
H. Nomanbhoy, b Prata	0
A. T. Lee, c Hulse, b Prata	10
R. E. G. Leong, c Zimmerman, b Prata	15
C. E. R. Clarabut, c G. Lee, b Hulse	17
E. L. Gosano, not out	54
P. L. Tan, b Hulse	4
M. Yayahbhoy, not out	12
Extras	17

Total (7 wks dec.) 154
W. K. Chon and S. B. Tata did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
V. Frith	4	2	34	0
A. Prata	15	5	38	5
Whitley	5	1	15	0
Reed	3	1	20	0
Hulse	3	0	23	2
G. T. Lee	1	0	7	0

Diocesan School.

A. Prata, st. Kyum, b Nomanbhoy	1
R. J. Reed, run out	13
G. T. Lee, v. Yayahbhoy, b Nomanbhoy	0
J. L. Younger, c Gosano, b Clarabut	8
N. Broadbridge, c A. T. Lee, b Nomanbhoy	14
N. Whitley, b Gosano	6
G. Lee, c and b Clarabut	8
A. J. Hulse, c A. T. Lee, b Clarabut	0
A. Zimmerman, not out	0
V. T. Frith, not out	6
Extras	10

Total (8 wks.) 66

P. Power, did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
*Tan	7	1	15	0
Nomanbhoy	10	6	12	3
Clarabut	9	2	18	3
Gosano	5	2	11	1

*Tan bowled 1 wide and 2 no balls.

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2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$2 per dinner per head.

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2. Roasted Fowl Livers & Mutton Leg.
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5. Mixed Rice in Fresh Lotus Leaf.

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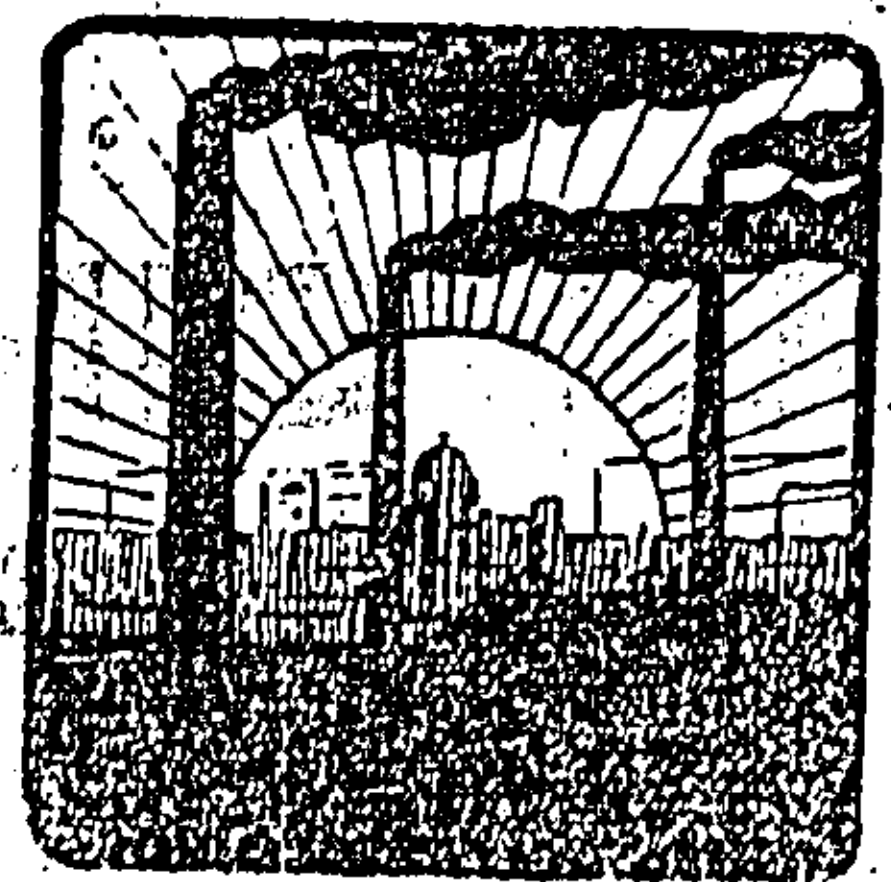
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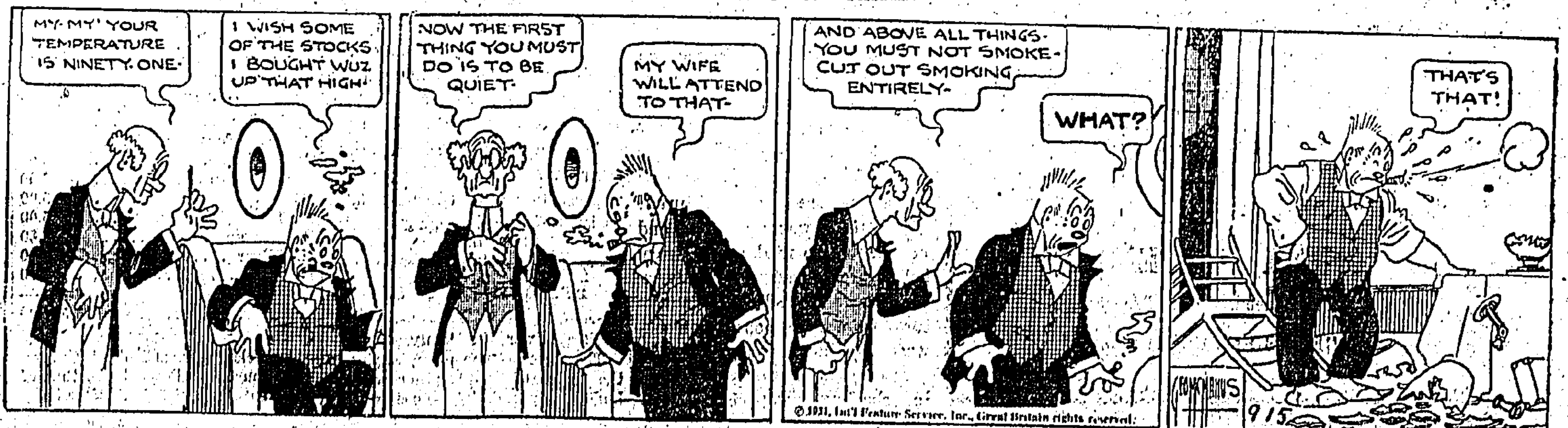
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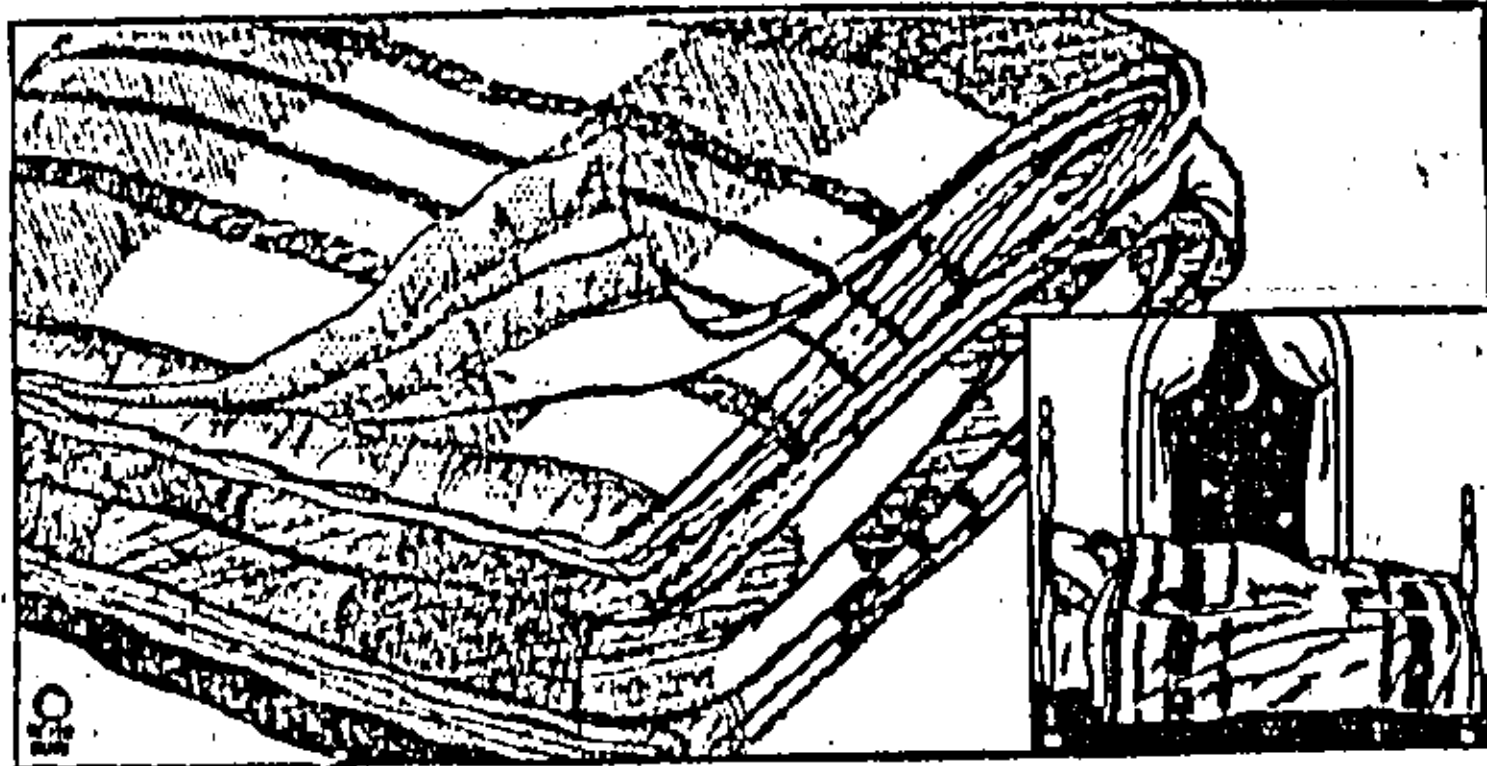
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WHITEAWAYS

The China Mail

Hong Kong, Thursday, Nov. 5, 1931.

China Exhibition.

By the time this edition goes to press the China Exhibition in the City Hall will have been opened by His Excellency the Governor. The fact that it has been sponsored by a religious body in co-operation with other similar Associations need not detract one whit from the public patronage. As the outcome of the Exhibition it is hoped by the promoters that various charities will be assisted—a most laudable intention so near Christmas. Those who witnessed the China Exhibition in the grounds of St. Andrew's Church, Kowloon, three years ago will be foremost in their strong recommendation to all sections of the community not to miss the opportunity of visiting the City Hall from today to Saturday, inclusive. To some non-"intellectuals" the "Foreword" in the official programme may appear a trifle stilted and stereotyped—"The aims and objects of the China Exhibition are, firstly, to foster interest in Chinese arts and crafts and to help toward mutual friendship and, secondly, to exhibit aspects of Christian work in South China and to demonstrate the value of missionary effort." From the angle of workers in the "cause" the ideal is laudable.

As far as the general community is concerned—and particularly the non-Chinese section—they have an unrivalled opportunity of seeing Chinese artisans and craftsmen actually at work in the City Hall. How many Europeans, on going Home on leave or on retirement, have experienced some awkward moments by their inability to explain in a few simple terms how Chinese curios are made: how fireworks are manufactured; how rattan ware is made; how ivory balls are carved within ivory balls; how raw silk is manufactured from the cocoon; how black-wood carving is done; how the brass engraver turns out work to challenge comparison: how

"chops" are carved: how jade is turned: and how the feather duster and the coolie hat are manufactured? How can one, on going Home, talk intelligently on things Chinese without first actually witnessing the processes of manufacture out here? Mere conjecture or hearsay will stand the Homelander "back from China" in poor stead in face of a battery of questions from a myriad of Paul Pry's among his relatives and friends. "Seeing is believing"—and those who see Chinese craftsmen at work will be believed at Home instead of risking an exposure of their ignorance concerning the mode of manufacture of any Chinese curio or commodity they may have proudly presented to their relatives and friends. One need not be a venerable Professor of Antiques and Curios to acquire that little knowledge that is by no means dangerous, but interesting and welcome to many at Home to whom Hong Kong and China are but names—mere places on an atlas or in a gazetteer.

Furthermore, how can an individual describe this Colony as drab and dreary unless he has embraced every opportunity to acquire a first hand knowledge of the manufacture of Chinese ware of all descriptions? Is there not an intense fascination in witnessing the carving of ivory, the turning of jade, and so forth? Does it not provide a welcome interlude in "the daily round, the common task" of the man who does not intend to make of Hong Kong "an abiding city"? Thus, from the very selfish viewpoint of the non-Chinese variety and entertainment and knowledge can be derived at very little cost by visiting the China Exhibition. They will be grateful afterward to the promoters for providing such an excellent opportunity of extending their knowledge of Chinese arts and crafts and at the same time assisting some deserving charity.

From Other Pens.

A Flight from the Penny.
The increase of a penny a pint in the "price of food" is not without humorous possibilities—rather grim

humour for at least one Manchester licence-holder. He has just had his principal smokeroom redecorated, his taproom doubled in size, refloored, redecorated, and resited. His price for bitter beer is, as usual, 8d. a pint in the smokeroom and 7d. a pint in the taproom.

The customers in the smokeroom were, very naturally, discussing the Budget, and were all of one mind. Their beer should cost them no more. Unanimously they decided, as soon as the price goes up, to migrate "en masse" into the taproom.—Manchester Guardian

Chaplin on Gandhi.

After meeting Gandhi, Charlie Chaplin is said to have declared that he is wondering whether the Mahatma is right in denouncing modern machinery and thinking why money alone should control the world. He is puzzled over the whole situation, and though he disagrees with Mr. Churchill's imperialist views, he does not find in Gandhi's views any solution to modern evils confronting mankind.

Chaplin is reported to have also declared that he strongly believes that Gandhi is a type of Sunday School teacher with his head turned in the wrong way!—Ceylon Observer.

News in Brief.

Yesterday's lowest open air temperature was 67 degrees. The humidity was 55 at 10 a.m. and 45 at 4 p.m.

Mrs. H. B. Keary, of 3, Armand Building, has reported the loss from her house of silk to the value of \$58. She believes it to have been stolen.

Mr. Alfred Morris, A.C.P., head master of King's College, reports that the fan light of his office at the College building has been broken a portable gramophone and a silver shield, to the total value of \$80, are missing.

An elderly Chinese woman, Ling Fah-sang, of 8 Chinese Street, was knocked down yesterday by a public motor car in Tin Lok Lane. She received injuries to her head and face, and was taken to the Government Civil Hospital for treatment.

The Plymouth car, the property of Mr. Ping Yee-ho, of 11 York Road, Kowloon Tong, which was reported missing on Tuesday night from outside the Majestic Theatre in Saigon Street, was recovered yesterday in Min Street, near the Kun Chung Market.

Personal Pars.

Mr. M. S. J. Walsh, of the British-American Tobacco Co. (China), Ltd., has left for Shanghai on business on the a.s. Ulysses, which sailed yesterday evening.

The forthcoming wedding is announced of William Hyde, engineer, of 31, Humphreys Building, Kowloon, and Charlotte Thomson Brown, en route from Home on the a.s. Fushimi Maru.

S.P.C.A.

Further List of Subscribers.

The Honorary Treasurer of the Society desires to acknowledge with thanks the receipt of these further donations:—

Previously acknowledged	\$3,296.50
Staff of Dairy Farm, Ice & Cold Storage Co., Ltd.	34.00
Staff of Hong Kong & Whampoa Dock Co., Ltd.	29.00
Staff of Butterfield & Swire	27.00
H. Ruttonjee & Son	25.00
Hon. Mr. W. T. Southern	25.00
A. G. Grantham	14.50
Kowloon Golf Club	10.00
Mrs. R. A. D. Forrest	10.00
D. Davies	10.00
H. Pooley jun.	10.00
Miss E. A. Gilling	10.00
F. H. Crapnell	10.00
A. W. Heron	10.00
C. C. Stark	5.00
Miss H. Harry	5.00
R. Taylor	5.00
Chas. E. Terry	5.00
G. Castle	5.00
Miss V. Capell	5.00
Mrs. C. Cock	5.00
Lt. H. C. Gould, R.A.	2.00
D. S. Lambert	2.00
H. Oliver	2.00
H. Hill	1.00
Total	\$3,581.00

A skeleton unearthed at Caversham Court is believed to be that of a combatant in the Civil Wars.

CLUB "A" DEFEAT H.M.S. KENT.

Superiority in All Departments.

BLACK SCORES GOOD TRY.

At Happy Valley yesterday the Hong Kong Rugby Club "A" XV. were opposed to H.M.S. Kent, and, being superior in every department of the game, ran out worthy winners by 17 points to nil.

The Club "A" played a good game and the scoring ability of their three-quarters was much in evidence. The first score of the match was obtained through D. McLellan, who gained possession of the ball and ran through the opposition to score. He converted his own effort. Law proved to be a dangerous wing man and was successful in scoring a good try through his speed. A fine break through by Fox resulted in this player touching down, while Black's breakthrough from the scrum to score near the posts, was a masterpiece.

A good dribble by Turner, twenty-five yards from the line was rewarded by his getting the touch down.

McLellan, Law and Turner scored in the first half to give the Club a lead of 11 points at the interval.

The sailors were seldom in the picture and had to give way to superior opposition.

In the second half Black and Fox added further tries for the Club which were not converted.

Result:—
Club "A" 17 points
H.M.S. Kent .. 0 point

GLADSTONE MAINTENANCE CASE.

JUDGMENT RESERVED.

The case in which Mrs. J. Gladstone is claiming maintenance from her husband, and the legal custody of the two children, entered the closing stages in the Central Police Court this morning, before Mr. Schofield.

Mr. E. S. C. Brooks, for Mrs. Gladstone, and Mr. D. Brittain Evans, representing the defendant, both addressed the Court.

Not Vindictive.
After referring to episodes of alleged cruelty Mr. Evans, said that his client's continued attempts to get Mrs. Gladstone to return as a mother to her children, had been described by the prosecution as molestation. The advertisement inserted in the papers repudiating Mr. Gladstone's liabilities for his wife's debts, was not put in in a vindictive spirit, he submitted but merely as a protection against any possible action.

Wife's Eyes For Husband Only.

From the evidence, Mr. Evans continued, that Mrs. Gladstone's association with other men to the entire exclusion of her husband was obvious. Even in these enlightened days, perhaps, Mr. Gladstone appeared to be a man who thought that the wife's eyes should look only to the one man—her husband. He had followed his client's instruction not to name the third party. The man was in Hong Kong, and held a good position, and it was probable that if his name was divulged he would lose his employment. Also that man's father and mother were known to Mr. Gladstone, and were in the Colony. He submitted that Mrs. Gladstone's association with other men was of the class to which a husband could rightly object.

Wrong To Strike Wife.

Mr. Brooks, after referring to legal authorities, said that in these enlightened days, it was very wrong for a husband to strike his wife. His Worship would have to consider the mental outlook of the defendant. It was common knowledge in these days that wives went to dance without their husbands. He suggested that Mr. Gladstone was wanting in mental balance, and submitted that as he had not provided an acceptable marital home, his client was justified in leaving him.

His Worship said he would deliver judgment on Saturday morning.

AMERICAN MISSIONARY KILLED BY BANDITS.

Shanghai, To-day.

The American Presbyterian Mission has received a telegram from Hanchow stating that Mr. J. W. Vinson, the American missionary who was captured by bandits on November 3, thirty miles from Hanchow, has been killed.—Reuter.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.
To-day—Dinner Dances at Peninsula and Hong Kong Hotels.

To-day—Entertainment by Les Dejeans and William Rimele, Peninsula Hotel "Rose" Room.

Entertainments.

To-day—King's Theatre: "The Seas Beneath," also Nellie Farren's Whoopie Girls.

To-day—Queen's Theatre: "Harmony Heaven."

To-day—Central Theatre: "Butterfly Wu."

To-day—Majestic Theatre: "The Man I Love."

To-day—Star Theatre: "Harmony at Home."

November 14—"Dear Brutus" by A.D.C., Theatre Royal.

Bazaar.

November 7-8—Italian Convent Annual Charity Fair, 10 a.m. to 8 p.m.

Home Malls.

To-morrow—Inward from Europe via Siberia (Oostkerk and Naldora), via Suez (Rajputana). Outward for Europe via Siberia, (Tanda) 10.30 a.m.

Lammer's Auctions.

November 6—At Sales Room, household furniture, 2.30 p.m.

Miscellaneous.

To-day—China Exhibition, City Hall, from 3 to 10 p.m.

Land Sales.

October 9—At P. W. D. offices, three lots of Crown land, 3 p.m.

CORRESPONDENCE

RADIO SERVICE.

[To the Editor of "China Mail."] Sir,—Having heard comments concerning radio service stations, I venture to state that these, whether of a private, public or Governmental nature, will reflect on radio dealers and suppliers who are, after all, trying their best to put before the public radio sets which every dealer will assert are of the best make.

A radio service station may give advice to prospective purchasers of radio sets. This, I can assure you depends on the service station adviser's choice. He may or may not be acquainted with the various sets on the market, yet, how can the public rely on his advice with regard to purchasing a radio set?

Radio dealers have their own staff and do give service to their clients, and, in doing so, help the sales of their respective employers' goods. What is the object of a radio service station with its various services when all radio dealers can effectively do this work themselves.

Yours etc,

BANNERMAN.

Hong Kong, November 5.

Major Philip F. Talents (late Lancs. Fusiliers), of Nythea, Tremereichon, St. Asaph, Flint, left unsettled property in his own disposition of the gross value of £13,955, with net personally £11,201. He left: The ruby ring given to him by the Marquis of Bute when he (testator) was his fag at Harrow, to his wife, asking her not to part with it in her lifetime.

To-day's Thought.

Some of us would be happier if we did not work so hard trying to have a good time.

Ten Years Ago.

[From the "China Mail" of November 5, 1921.]

To-day's dollar is worth 2/35.

Both novel and entertaining, the new kinema dances at the Kowloon Theatre have won instant popularity, and many enthusiasts are now availing themselves of the excellent floor and good music to spend a pleasant evening.

Last night's programme at the Kowloon Theatre afforded a good illustration of the kinema dance in practice. After the usual British Gazette had been screened, the dancers held the floor for half an hour. A splendid First National attraction "Forty-five minutes from Broadway" with Charles Ray in the leading role, followed. A further half hour's dancing brought the evening to a happy conclusion.

"IF I HAD THEIR MONEY —"

DIVES AND HIS FRIENDS.

By H.T.K.C.

(In the Manchester Guardian).

"I've been spending the day with my sister down at S—," said the suburban woman. "Oh, yes, it's a fine place, looking lovely now. Yes, beautiful gardens, full of fruit and vegetables. She said they really didn't know what to do with all the fruit and stuff. Me? Oh, no, Well, she did ask me if I'd like any vegetables. I said I would, and when I was going the gardener brought me two little lettuce wrapped up in a bit of newspaper; looked as if he grudged them. If I had her money

Subtle Form of Self-Flattery.

Those of us who have friends or relations better off than ourselves must often have repeated that bitter little sentence in face of some apparent meanness. It is a subtle form of self-flattery to be certain that we could make a better use of money than those who have it; perhaps it is the revenge we take subconsciously for our own lack. And yet common experience does suggest that rich people are rarely considerate in small things for their poor relations. I remember an extreme case of a very rich man closely attached to a married daughter. He had a large family, entertained lavishly, and would have been surprised to be told that he was not a very generous man. Yet when his daughter came down from town to visit him in the country he would walk round his well-stocked gardens with her and say, "You can have all the vegetables you like if you'll pay the carriage on them." He was quite genuinely surprised that she did not avail herself of this offer. Yet he was a keen business man and knew also that she could ill afford such luxuries as paying carriage on vegetables and tipping his head gardener into the bargain.

The Man With Two Cars.

I myself have a friend who sits on certain committees with me. He has two cars, and some of the work we do together involves tiresome cross-country bus journeys for me. He always travels by car, and a detour of, perhaps, three minutes would enable him to pick me up near my house, saving me, in the long run, quite a considerable sum in bus fares. He has never once offered to pick me up in this way. When we come away, if he is going home, he will often say, "I'll give you a lift." From this I deduce something which covers a wider area than my own case. It is not so much that people with many possessions are really mean. I am quite sure that my friend does not grudge me a lift in his car, and when he sees me actually starting out to walk he is quite glad to offer me a ride. But this occurs to him only when the thing is brought quite definitely to his attention. He will part from me, saying "Well, I'll see you so and so to-morrow," but he is then in what seems to be the normal state of mind of people who possess cars and other useful luxuries. Subconsciously he assumes that everyone whom he knows must have a car also. Without a deliberate effort such as is imposed on him by the sight of me obviously without

a car and obviously intending to walk to the nearest bus station he cannot visualise or bring into focus a world in which anyone with whom he is on friendly terms is not the owner of a car.

Meanness?

Small attentions are more rarely offered by men who have "made money," I think, than by those born to possessions—a suggestion which may carry with it an accusation of meanness a little difficult to rebut. And yet I doubt whether an indisposition to share luxuries with poorer relations and friends is generally a sign of actual meanness. I suppose that people who make money or marry money acquire a special skin, or, if not that, a special protective sense. Probably they are subconsciously afraid of being followed about and used for the sake of their money. I remember a rich man defending himself from reproaches (which I had not uttered) on a refusal to subscribe to some charity, who said "I'm no money-pump; they seem to think I am but I'm not!" This defensive attitude is adopted at first against outsiders, but it becomes eventually a settled state of mind, so that no one is exempt from suspicion. It springs from a desire to meet the "sponger" more than halfway; it is an offensive-defensive.

There is another phrase which is often coupled with that of my title—"When he was poor he was the most generous man in the world, and now —" That, I think, is a phrase which we ought to remember, not as a necessary corollary to the other but as an antidote and as a warning. Actually one may explain the other and act as a warning to us when we are inclined to judge our richer friends harshly. The very fact that so many open-handed men become close-fisted as they grow rich should make us more chary with such phrases as "Never saw anyone so altered; couldn't believe it was the same person." Actually it is not the same person. The joy of giving from small resources is quite untainted by suspicion. If people know that we are poor they do not regard our generosity as an invitation to plunder. They accept what little we can give, feeling that the time may come when they can do as much for us. It is very different for a man grown richer than those with whom he associated in humbler financial circumstances.

As with so many other problems in life, Albert Chevalier summed up the position here with his Cockney, "Since Jack Jones come in for 'is little bit of sposh, why, 'e dunno where 'e are." Jack Jones and Mrs. Jack Jones quite literally don't know where they are. In their hearts they want to be liked for themselves, but, whether they associate with those known of old or move into some new district, there is always the haunting suspicion—"Is it my money they're after?" Perhaps if we remember this we shall be less ready to boast of what we would do—how generous we would be—if we made or inherited or married "a little bit of sposh."

WHOOPEE GIRLS.

Draw Packed House to King's.

NELLIE FARREN SCORES.

The enterprise of the King's Theatre in engaging Nellie Farren and her Whoopee Girls to give a series of entertainments (in addition to the feature film) has been rewarded beyond all expectations. At the last three sessions yesterday—as on Tuesday—packed houses were the rule, the capacity even of this commodious building being taxed to its utmost.

Nellie and her girls certainly "deliver the goods." From certain Press accounts of the first day's performances, it was feared that an innings would be provided for Madame Grundy. Nothing of the kind! The girls are all decently—and yet prettily—attired and only thing any sensitive mind might consider "a bit off" was the dainty garment flourished in the "sailors' turn. But—wasn't it typical of certain sailors in port?

Very graceful dancing displays were given by the Olympic Trio; Victor Derenovsky proved himself a fine violinist in an all too short appearance; and Roman Stupel earned congratulations for his musical direction.

The entire programme is a refreshing change for entertainment lovers here. Well done, the King's—and Nellie!

CHINA EXHIBITION.

To-day's Programme.

3 p.m.—Opening Ceremony, His Excellency the Governor and Sir Shou-sun Chow.

3 p.m.-10 p.m.—Exhibits, Crafts, Sales Stalls, etc.

3 p.m.-7 p.m.—Teas in the Chamber of Commerce Room.

5.30 p.m.-6 p.m.—Lecture by the Rev. H. de T. Pyner in the Exhibits Room. Mr. Pyner will lecture informally illustrating his lecture by reference to specimens of porcelain among the exhibits.

5.30 p.m.-6 p.m.—Great birthday tableaux (in the theatre) presented by Fairlen School.

6.15 p.m.-6.45 p.m.—Wedding Tableaux (in the theatre) presented by St. Stephen's Girls' College.

7-9 p.m.—Chinese dinners in the Chamber of Commerce Room.

7 p.m.-8 p.m.—Fireworks display on the Murray Parade ground. This performance is at an early hour so that children may have an opportunity of attending.

Admission to the Exhibition is \$1. Servicemen in uniform and children under 12—50 cents. Admission to lectures, tableaux, etc. is 20 cents, and to the fireworks displays 50 cents. A patron's ticket admits to everything on all three days.

The Exhibition will be continued to-morrow and Saturday.

Pastorale e Capriccioso (Pastorale) (Scherzando).

Bernie Noyes (2528).

6.53-7.18 p.m.—Orchestral.

The Magic Song (Meyer-Holmund),

Mark Weber & His Orch. (20750).

An American in Paris (Gershwin),

Victor Symphony Orchestra with George Gershwin (35963-4).

7.18-8 p.m.—Variety.

Vocal Duo—Singing.

When the Moon Comes Over the Mountain,

Bud Billings and Carson Robison (22771).

Orchestral—

Life is Just a Bowl of Cherries,

This is the Muzak.

Rudy Valle and His Connecticut Yankees (22783).

Chorus—

When Yuba Plays the Rumba on the Tuba,

Dancing in the Dark,

The Revelers (22772).

Orchestral—

Red, Red Roses,

Sweet and Lovely,

Gus Aramini & His Coconut Grove Orchestra (22770).

Vocal—

As Time Goes By,

Begging for Love,

Rudy Valle and His Connecticut Yankees (22773).

Orchestral—My Song,

Vocal—The Thrill is Gone,

Rudy Valle and His Connecticut Yankees (22784).

8 p.m.—Local Time.

8.03-10.30 p.m.—Chinese Concert from the Studio.

10.33 p.m.—Close Down.

[All records in the above European programme are kindly supplied by Messrs. S. Moutrie & Co.]

NEW ADVERTISEMENTS



PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in TRIPPLICATE, which should be clearly marked "Tender for Kowloon Quarry Lot No. 1," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 16th day of November, 1931, for the occupation, for a period commencing from the date of notification of acceptance of tender and ending on 31st December, 1934, of the piece or parcel of ground as shown coloured red on a plan signed by the Director of Public Works and dated 20th October, 1931, and subject to the conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown in the event of the tenderer whose tender is accepted, refusing to carry out the terms and conditions of his tender.

On the acceptance of a tender the deposits of unsuccessful tenderers will be returned to them.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY,
Director of Public Works.
30th October, 1931.

R.A.O.B. CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the R.A.O.B. Club will be held in the R.A.O.B. Club on MONDAY, 16th November, 1931, at 7.30 p.m.

Agenda for the meeting is posted in the Club Room.

A. E. MANWARING,
Hon. Secretary.
Hong Kong, 5th November, 1931.

THE ITALIAN CONVENT.

ANNUAL CHARITY FAIR.

November 7 and 8
(From 10 a.m. to 8 p.m.)
Admission Free.

EACH TICKET HOLDER draws his own Prize, among which are hand-made cushions, embroidered garments, hand-painted scarves, crochet and knitted apparel both for men and women.

Raffles will be drawn at the close of the Bazaar—the lucky winners will thoroughly appreciate the prizes offered.

Games to try the skill and stir the interest of all. Sweets and all kinds of home-made confectionery made by a candy specialist.

A band will be in attendance to add to the pleasure of your visit to our Bazaar.

THE ITALIAN CONVENT.
CANOSSIAN INSTITUTE.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Roberts Smith, Repulse Bay Hotel, from Shanghai.

Antill, passenger, s.s. Yasukuni Maru, from Kobe.

H. EFFERSONE,

Actg. Superintendent.

Hong Kong, November 4, 1931.

WEEK-END SPECIALTIES

TOMATO SAUSAGES

at 70 cts. per lb.

SHEEP KIDNEYS

at 22 cents each.

NOTE THE PRICES,

Test the quality,

And tell your Friends.

The Dairy Farm Ice & Cold Storage Co., Ltd.

LOOK! what Records You Can Get for —and All Columbia \$2.50

- CE327—Oh Glory! One Step
- Ain't That the Way it Goes? Fox Trot
- CE328—Whistling in the Dark Fox Trot
- Just a Dancing Sweetheart Waltz
- CE329—Lights of Paris, 9/8 One Step
- Old Spanish Moon Tango Fox Trot
- CE330—If You're Really and Truly in Love Fox Trot
- Would You Take Me Back Again? Waltz
- CE331—I Wanna Sing About You Fox Trot
- Now You're in My Arms Fox Trot
- CE332—Nina Rosa Fox Trot
- Serenade of Love Tango
- CE333—Leave the Rest to Nature Fox Trot
- I'm So Used to You Now Fox Trot
- CE334—Don Fabricio Tango Argentino
- An Old Spanish Tango With Spanish Vocal Chorus
- An Old Spanish Tango With English Vocal Chorus
- CE335—African Lament Serenade Fox Trot
- Lucerne Waltz
- CE336—Let Love Take Care of You Fox Trot
- If I Could Turn Back the Clock Fox Trot
- CE337—I Found You Fox Trot with Vocal Chorus
- The Belle of Barcelona One Step
- CE338—In Old Madrid One Step
- In the Gloaming Waltz

THE ANDERSON MUSIC CO., LTD.

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Sherry is the most economical of all wines, as a bottle once opened does not deteriorate.

Sherry can be consumed equally well before, during, or after a meal.

There is no better appetizer than a glass of Pale Sherry. There is nothing more pleasant after dinner than a glass of Brown Sherry.

Sherry is the most tonic of all wines.

The finest blends and qualities of Sherrys always kept in stock.

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Correct styles FELT HATS:—



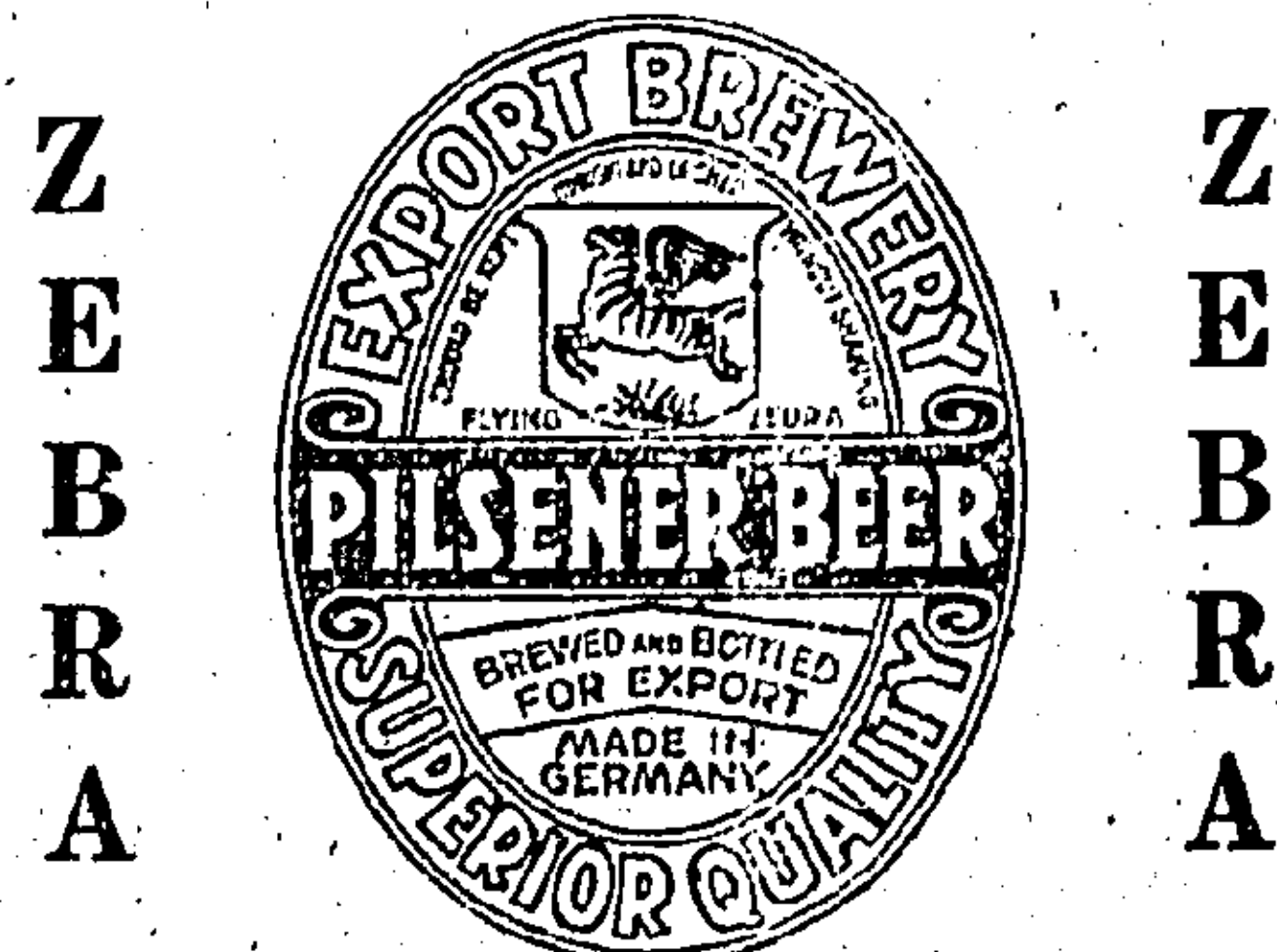
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at reasonable prices.

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QUALITY TELLS



THE BEST IS CHEAPEST.

Price per Case:—6 Doz. Pils. \$38.80 Duty Paid.

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SOLE AGENTS:

GANDE, PRICE & CO., LTD.

No. 2, Ice House Street,

Tel. No. 20135.

Hong Kong.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-8 p.m.—European Programme.

5-5.33 p.m.—Programme of H.M.V. & Victor Records.

5-5.15 p.m.—Band Selections.

Sambre et Meuse (Blancquatte),

La Pere de La Victoire (Gama),

La Garde Republicaine Band (B2008).

(a) Air de Ballet,

(b) Caillirhoe (Chaminade),

Pas des Cymbales (Chaminade),

The Band of H.M. Coldstream Guards (C1501).

5.15-5.33 p.m.—Organ Solos.

Chanson (In Love) (Friml),

Forever (Agar),

In the Heart of the Sunset (Nicholls),

Poem (Fibich),

An Autumn Serenade (Becca),

Reginald Foort (B2888).

5.33-6.03 p.m.—European Children's Concert from the Studio.

6.03-6.53 p.m.—A Concert.

Piano Solo—

Souring (Schumann),

Tango (Albeniz),

Wilhelm Bachaus (1445).

Song—

The Wren (Benedict),

Orpheus with His Lute (Sullivan),

Mavis Bennett (Soprano) (B2762).

Violin Solos—

(a) La Cancion del Olvido

(Serrano-Persinger),

(b) Rondo (Spohr),

Chant D'Espagne (Song of Spain)

(Samazehli),

Master Yehudi Menuhin (7317).

Song—

O Flower of all the World

(Woodford-Finden),

Down in the Forest

(Landon-Ronald),

Walter Glynn (Tenor) (B2486).

Violoncello Solo—

Musette (Bach-Pollain),

Mazurka (Popper),

Pablo Casals (1349).

Song—

Twilight (Morris-Hamilton),

My Little Nest of Heavenly Blue

(Spaeth-Lehar),

Maria Jeriza (Soprano) (1234).

Piano Solo—

The China Mail

Published every evening except Sunday. Annual subscription, including postage abroad, H.K. \$30, payable in advance. Local delivery free.

Overland China Mail

The weekly edition of the "China Mail," published every Friday. Annual subscription, H.K. \$13 including postage \$19, payable in advance.

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'Phone 20022

FOR

CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

POSITION VACANT.

WANTED.—No. 1 Chinese Writer with high school education, who reads and writes English. Age about 30 and with previous experience as foreman in machine shop. Apply in own hand writing stating salary desired and giving references. Post Office Box No. 86.

TO LET.

FOR RENT.—Two lots, Lai-chikok Bay. Area 600,000 and 180,000 square feet. Water frontage on both lots. Apply Post Office Box No. 86.

TO LET.—Matched (No. 8) at Stanley. From November 20, 1931, to September 14, 1932. Apply Digby, 651, The Peak.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

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YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3A, Wyndham St. Telephone 20022.

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FOR SALE.—1926 Studebaker Tourer—5 seater. Apply Digby, 551, The Peak.

FOR SALE.—Motor lighter, capacity 30 tons, length 59' 6", beam 16' 6", depth 8' 8", draft loaded 2' 6". China pine hull, 20 H.P. Kelvin engine, speed 5 knots. Apply Post Office Box No. 86.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Landy. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

HONG KONG DOLLAR DIRECTORY.—On sale at all book-stalls and at the office of the Publishers, 3A, Wyndham Street.

TUITION GIVEN.

PRIVATE LESSONS in English, French, Music, shorthand and Typewriting. Terms moderate. 6, Aimal Villas, Austin Road, Kowloon.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the Home of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY, (Camb. Higher Local, Camb. Teachers' Diploma). MISS GERTRUDE TURNER, (National Froebel Elgner Certificate).

GENERAL NOTICES.

THE CHINA AGRICULTURAL DEVELOPMENT COMPANY, LIMITED.

PROSPECTUS.

The subscription list will be opened on the 2nd day of November, 1931, and close on or before the 23rd day of November, 1931.

THE CHINA AGRICULTURAL DEVELOPMENT COMPANY, LIMITED.

Incorporated under the Companies' Ordinance 1911.

CAPITAL \$200,000 HONG KONG CURRENCY DIVIDED INTO 20,000 SHARES OF \$10 EACH.

The shares will be fully paid

The shares will be paid for

\$5 per share on application on or before the 23rd day of November, 1931.

\$5 per share on allotment on or before the 19th day of December, 1931.

The Directors will be as follows:—

LAWRENCE PETER DOWDALL of No. 8, Des Voeux Road Central, Hong Kong.

CYRIL CHAMPKIN of No. 10, Ice House Street, Hong Kong.

WALLACE JOHN HANSEN of John Manners & Co., Ltd., No. 7, Queen's Road Central, Hong Kong.

One Director to be nominated by Messrs. Ellis & Edgar of No. 9, Queen's Road Central, Hong Kong (the Underwriters).

The Bankers will be:—

The Mercantile Bank of India, Limited.

The Auditors will be:—Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Accountants, No. 3, Queen's Road Central, Hong Kong.

The Solicitors will be:—Messrs. WILKINSON & GRIST, No. 2 Queen's Road Central, Hong Kong, Solicitors and Notaries.

The Managing Director will be:—

LAWRENCE PETER DOWDALL of No. 8, Des Voeux Road Central, Hong Kong.

PROSPECTUS.

The firm of the CHINA AGRICULTURAL DEVELOPMENT SYNDICATE (sometimes called the China Guano Company) was started in November, 1930, and it is this firm that the Company is being formed to carry on with a larger capital.

The business is the manufacture in Hong Kong of Fertilizers and the sale of Fertilizers in Hong Kong, China and elsewhere and such other business as the Directors may from time to time decide.

The Directors confidently hope that after the first year of business the Company's Fertilizers will be firmly established in the market and that the Company will then make at least 20 per cent. per annum net on the paid up capital with greater profits as the business increases.

The business will be taken over by the Company as a going concern as from the 17th day of August 1931, the date of the last stock taking and the Company will have the benefit of all profits realized from that date and, as will be seen from the following account, the benefit of the value of the stock which is by far the most valuable asset which the Company is taking over at a very conservative price.

The property to be transferred to the Company will comprise the following items, constituting the whole capital of the business at the abovementioned date.

1. Goodwill, including Canton Government permit to import (Huchow), Established Agencies in Canton, Swatow, Amoy, etc., and business connections in Hong Kong; Advertising and propaganda work done	\$10,000.00
2. Stock of Guano Phosphate 1,850 tons as per sworn Measurer's Certificate and Government Analysts Certificates of analysis, at \$20.11 per ton (Current wholesale value of similar guanos and phosphates \$35 per ton)	\$48,036.50
3. Stock of Superphosphate and mixed fertilizers	\$538.32
4. Cash in Bank	\$6,724.99
5. Expenses and advertising material paid in advance	\$435.99
6. Tools and equipment in godown and furniture in office	\$340.82
7. Sundry Debtors	\$1,938.50
	\$68,005.03
Less Sundry Creditors	\$805.03
	\$67,200.00

Actual purchase price \$67,200.00.

Agency Agreements exist and are in force with reliable people in all the centres mentioned above and in every case where goods are supplied on credit suitable Bank or other guarantees are held for payment when due. An Agency for the New Territories and part of the adjoining part of Kwangtung province has just been given to a very reliable man in Tai-po Market. The Fertilizers are well known in Hong Kong and appreciable quantities are taken by the leading Golf and other sporting clubs.

The stock of Guano Phosphate is valued on the basis of the content of Phosphoric Acid (P₂O₅) supported by Certificates of Analysis by the Hong Kong Government Analyst and in comparison with recent quotations from several other sources of supply of phosphates of approximately the same chemical content.

As regards the working capital, it is considered that the amount to be raised out of the proceeds of the share now offered for subscription, \$47,800.00 plus the amount represented by the stock, cash in Bank, etc. (see above) will amply suffice for the Company's wants.

Messrs. Lowe, Bingham & Matthews, Chartered Accountants, have recently made a special investigation and have given a certificate that they are satisfied that the retail selling price of the stock of Guano Phosphate is considerably higher than the price at which the Company is buying \$20.11 (see above) Copies of this Certificate may be seen at the Offices of the Vendors, of the Auditors and of the Solicitors.

It is proposed to continue the business without break or interruption, retaining the services of the present Managing Partner, Mr. L. Dowdall, the Agronomist, Mr. J. Watson and the staff who have largely contributed to the success of the business.

The Managing Partner of the firm, Mr. L. Dowdall, will act as Managing Director of the Company, it is hoped for a long period, and while so acting will retain an interest of at least 500 shares (\$5,000) in the capital of the Company.

The other Directors will retain at least 100 shares (\$1,000) each while they act.

The purchase price for the sale of the above property has been fixed by the vendors, who are the promoters of the Company, at \$67,200.00, of which only \$10,000.00 is for the good will. The purchase price will be paid in shares of the Company in the following proportions:—

L. P. Dowdall, Esq.	1442 shares of \$10 each, \$14,420.00
8. Queen's Road Central, Hong Kong.	
W. J. Hansen, Esq.	480 " " " 4,800.00
c/o John Manners & Co., Hong Kong.	
C. Champkin, Esq.	958 " " " 9,580.00
Hong Kong Club, Hong Kong.	
Chau Ngan Ting, Esq.	120 " " " 1,200.00
6. On King Terrace, Hong Kong.	
H. S. Hille, Esq.	120 " " " 1,200.00
Hong Kong Club, Hong Kong.	
Captain F. S. Wells	60 " " " 600.00
Royal Army Ordnance Corps, Shanghai.	
Chau Yue Teng, Esq.	240 " " " 2,400.00
China, Building, Hong Kong.	
Sum Pak Ming, Esq.	240 " " " 2,400.00
286, Des Voeux Road C., Hong Kong.	
Dr. S. B. Strahan	1200 " " " 12,000.00
A. (Building), Hong Kong.	
A. (Building), Hong Kong.	120 " " " 1,200.00
7. Peak Road, Hong Kong.	
Felix M. Ellis, Esq.	600 " " " 6,000.00
9. Queen's Road Central, Hong Kong.	
H. L. Dennis, Esq.	60 " " " 600.00
8. Des Voeux Road C., Hong Kong.	
J. Watson, Esq.	360 " " " 3,600.00
8. Queen's Road, Hong Kong.	
L. T. Fong, Esq.	120 " " " 1,200.00
9. Seymour Road, Hong Kong.	
L. S. Greenhill, Esq.	120 " " " 1,200.00
Queen's Building, Hong Kong.	
T. E. Pearce, Esq.	360 " " " 3,600.00
King's Building, Hong Kong.	
Major H. B. L. Dowdall, O.B.E.	120 " " " 1,200.00
Hong Kong Club, Hong Kong.	
	6,720 shares of \$10 each, \$67,200.00

SPORTS NOTICES.

THE HONG KONG JOCKEY CLUB.

THE ELEVENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 7th November, 1931, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$3 for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary Badges (limited to ONE) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

Tickets are obtainable at the Club House provided they are ordered from the No. 1 Boy by 5 p.m. on the 6th November. Telephone 21920.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is \$2 including tax, for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 2nd November, 1931.

ALEXANDER INSTITUT DE BEAUTE

Phone 25169.

Pepper Building

(1st Floor)

Opposite Entrance to

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Lustrous Oil Permanent Hair Waves which are Large, Soft and Natural. Artistic Finger and Nail Waves. Oil Treatment, Shampooing, Henna Pack (any colour), Hair Cutting and Manicure for Ladies and Gentlemen. Cosmetics, Artistic Work by European Expert, Mr. Alexander.

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A VISIT WILL CONVINCE YOU.

Bring Your PRINTING Problems to Us

THE NEWSPAPER ENTERPRISE LTD. CHINA MAIL BLDG., 3A WYNDHAM ST.

The business will be taken over subject to all existing trade contracts. These are of the ordinary trade character.

The minimum subscription on which the Directors may proceed to allotment is 15,000 shares (\$150,000.00) including the shares already applied for by the Syndicate, (\$67,200.00 as above).

The shares now offered for subscription have been underwritten by Messrs. Ellis & Edgar of No. 9, Queen's Road Central, Hong Kong, for a commission at the rate of 5 per cent. on the amount thereof and such commission is payable by the Company.

The Company is to pay the preliminary expenses of and incident to the formation and floating of the Company including the underwriting commission mentioned above. The estimated amount of the preliminary expenses is \$4,000.00.

The contract for the sale of the business is dated the 21st day of September, 1931, and made between the China Agricultural Development Syndicate of the one part and the Company of the other part. The contract includes the items stated above.

The Articles of Association provide that the qualification of a Director is to be the holding of 100 ordinary shares in the Company, (\$1,000.00). The remuneration of the Directors and of the Managing Director is to be fixed by the Company in General Meeting.

Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of the Solicitors of the Company or at the office of the underwriters at any time during the business hours.

A copy of the Company's Memorandum of Association is printed at the foot of the Prospectus and forms a part of it.

Application for shares should be made upon the form accompanying the Prospectus and sent to the Company's Bankers, The Mercantile Bank of India, Limited, together with a remittance of the amount of the deposit.

Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for the balance of the deposit will be applied towards the remaining payments.

Failure to pay future instalments on shares allotted when due will render previous payments liable to forfeiture.

Prospectus and forms of application can be obtained at the office of the Company, of the Company's Solicitors or of the Underwriters.

This prospectus has been duly filed with the Registrar of Joint Stock Companies.

Dated this 2nd day of November, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, November 6, 1931,

commencing at 2.30 p.m.,

at their Sales Rooms,

Duddell Street.

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—Teak Hatstand, Chesterfield Couches and Armchairs, Curios Cabinet, Bookcases, Desks, Tables, Gramophones, Cabinets, Wall Clock, Oil Paintings, Embroidered Pictures, Brass and Bronze Ware, Ornaments, Carpets, Rugs, etc.

Teak Extension Dining Table, Dining Chairs, Teak Sideboard with Bevelled Mirror, Crockery, Glassware, Cutlery, Teak Ice Chests, etc.

Teak Bedsteads with Mattresses, Teak Wardrobes with Bevelled Mirror, Dressing Tables, Teak and Camphorwood Chest-of-Drawers, Side Tables, Travelling Rugs, etc.

also A Quantity of BLACKWOOD FURNITURE and One Large Combination Safe ("Shaw Walker").

Four Enamelled Baths, Two Grand Planos.

On View from Thursday, November 5, 1931.

Catalogues will be issued. Terms—Cash on Delivery.

LAMMERT BROS. Auctioneers. Hong Kong, November 2, 1931.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/3 3/4
Bank, on demand	1/3 15/16
Bank, 4 months' sight	1/3 15/16
Credits, 4 months' sight	1/5
Documentary, 4 months' sight	1/5 1/4
On Paris—	
On demand	625
Credits, 4 months' sight	695
On Berlin—	
On demand	Nom
On New York—	
On demand	24 1/2
Credits, 60 days' sight	25 1/2
On Bombay—	
Wire	86 1/2
On demand	86 1/2
On Calcutta—	
Wire	86 1/2
On demand	86 1/2
On Singapore—	
On demand	55 1/2
On Manila—	
On demand	49
On Shanghai—	
On demand	Tls. 75 1/2
Dollar	23 1/2 dis.
On Yokohama—	
On demand	49 1/2
Sovereigns (Bank's buying rate)	1/5
Silver (per oz.)	18 1/2
Bar Silver in Hong Kong	Nom.
Copper Cash	Nom.
Copper Cents	3% prem.
Rate of Native Interest	3 1/2% p.a.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 5th Nov. 1931.

Next Settlement Day, Tuesday, 24th November, 1931.

STOCK	Buyers	Sellers	Sales	Non-Com.	Fin. Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1050				Dec.	Interim 25 cts 1/11/31—Aug. 10, 31
Chartered Bank		18 1/2			Dec.	Int. 7 1/2% to 1/11/31—Sep. 31
Mercantile Bk., Ltd.		18			Dec.	Int. 7 1/2% to 1/11/31—Sep. 31
Bank of Asia		18 1/2			Dec.	Int. 7 1/2% to 1/11/31—Feb. 28, 31
Insurance.						
Canam Ins.		1600			Dec.	[Fin. 1930, \$10 for 1929, \$10 for 1930, \$10 for 1931]—May 12, 31
Union Ins.	110		117 1/2		Dec.	[Fin. 1930, \$10 for 1929, \$10 for 1930, \$10 for 1931]—May 29, 31
China Underwriters					Dec.	None
China Fire Ins.		650			Dec.	[Final 90 cts 1/11/31, \$10 for 1930, \$10 for 1931]—May 20, 31
H. K. Fire Ins.		1450			Dec.	[making \$30 for 1929, \$30 for 1930, \$30 for 1931]—Mar. 25, 31
Shipping.						
Doyle's	23 1/2				Dec.	Last dividend for 1931
H. K. Steamships		25 1/2			Dec.	\$100 for 1929, \$100 for 1930, \$100 for 1931—Mar. 4, 31
Indo-China (Pref.)		85			Dec.	[50 cts 1/11/31 on preferred]—June 10, 31
(Def.)		17			Dec.	Last dividend for 1931
Shells Bearer		110 1/2			Dec.	[Final 100 cts 1/11/31, \$10 for 1930, \$10 for 1931]—July 6, 31

LOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Ploiești, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. CARIGNANO (cargo boat)	Nov. 10	Nov. 22
S.S. GANGE (passenger boat)	Nov. 10	Nov. 28
S.S. VENEZIA-L (pass. & cargo boat)	Nov. 16	Dec. 20
M.V. HILDA (cargo boat)	Dec. 14	Jan. 17
S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

* Outward voyage to Shanghai only.
Particular attention is called to the S.S. Gange which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach London in 25 days in time for the Christmas Holidays.

For Freight and Passages apply to—
Queen's Building, Tel. 22021
DODWELL & CO. LTD.
Agents.

NYK LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £70 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TATSUTA MARU	Wednesday, 11th November.
TAIYO MARU	Tuesday, 24th November.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HEIAN MARU (Osaka direct)	Tuesday, 10th November.
HIKAWA MARU	Tuesday, 15th December.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
KASHIMA MARU	Saturday, 14th November.
YASUKUNI MARU	Friday, 4th December.
SYDNEY & MELBOURNE via Manila & Port.	
KITANO MARU	Saturday, 21st November.
ATSUTA MARU	Saturday, 26th December.
BOMBAY via Singapore, Penang, & Colombo.	
IYO MARU	Thursday, 12th November.
TOTTORI MARU	Friday, 27th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Wednesday, 25th November.
NEW YORK, BOSTON via Panama.	
TAKAOKA MARU	Thursday, 10th December.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa & Marseilles.	
TOYOOKA MARU	Friday, 13th November.
CALCUTTA via Singapore, Penang & Rangoon.	
MALACCA MARU	8th November.
AKITA MARU	Sunday, 15th November.
SHANGHAI KOBE & YOKOHAMA.	
SUWA MARU	Saturday, 14th November.
TOKIWA MARU	Tuesday, 17th November.
ATSUTA MARU (Nagasaki direct)	Friday, 20th November.
† Cargo only.	

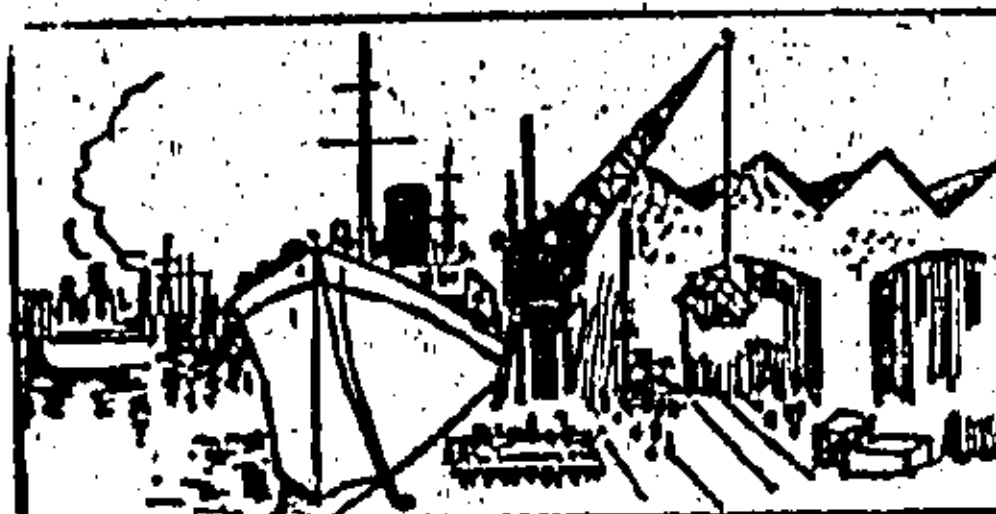
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Thurs., 5th Nov.
MONTEVIDEO via Montevideo Maru	Montevideo Maru	Fri., 4th Dec.
MANILA via Manila Maru	Manila Maru	Sun., 20th Nov.
BREITENBURG via Bremerhaven, Hamburg, Rotterdam & Antwerp.	Breitenburg Maru	Fri., 8th Nov.
SYDNEY via Sydney Maru	Sydney Maru	Sun., 6th Dec.
LONDON via London Maru	London Maru	Sun., 8th Nov.
NEW YORK via Japan ports, Los Angeles & Panama.	Kwansai Maru	Sat., 12th Dec.
BOMBAY via Singapore, Penang, Colombo & Rangoon.	Madras Maru	Thurs., 5th Nov.
HAIPHONG via Haiphong	Shinko Maru	Wed., 18th Nov.
SWATOW via Swatow & Amoy (3 p.m. every Sunday).	Menado Maru	Thurs., 12th Nov.
JAPAN PORTS via Japan ports.	Canton Maru	Mon., 8th Nov.
TAKAO via Swatow & Amoy (Fortnightly).	Hoson Maru	Sun., 15th Nov.
	Burma Maru	Fri., 6th Nov.
	Canada Maru	Fri., 9th Nov.
	Dell Maru	Thurs., 19th Nov.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 28061.



Shipping Intelligence

NEW CUNARD.

Architecture and Decoration.

The Cunard Company announce in connection with the building of their new express steamer at Clydebank, Glasgow, that arrangements have been made for the interior architecture and decoration of the public rooms in the passenger accommodation of the vessel to be carried out under the supervision of Mr. Arthur J. Davis, of Messrs. Mewes & Davis, the well-known London Architects, in association with Mr. Benjamin W. Morris of Messrs. Morris & O'Connor, of New York. This arrangement embraces certain elements of plan and the design of the public rooms in order that a convenient pleasing and harmonious result may be secured.

Besides having experience extending over many years in the interior design and decoration of high class passenger steamers, including the "Aquitania," Mr. Davis is at the present moment actively engaged as Architect of the Cunard House, the Cunard Company's new premises in the City of London.

Mr. Benjamin Morris is one of the leading Architects in New York, and has designed a large number of important buildings in America, one of his masterpieces being the Cunard Building at 25, Broadway, New York.

The combination of eminent Architects from both sides of the Atlantic will, the Cunard Company confidently anticipate, be the means of translating into the new steamer an expression of the best work and design to be found on both Continents.

THE SHIPPING INDUSTRY.

Modern Tonnage of Foreign Powers.

Mr. F. E. Robbcock, in his presidential address to the Institute of Marine Engineers, dealt with shipping, and shipbuilding, he said, were all in such very slack water that, unfortunately, judged by the present outlook, shipowners and shipbuilders were going to have plenty of time to give full consideration to the question of the different methods of propulsion in readiness for the time when they would have to make decisions in connection with new tonnage.

With so much tonnage laid up and practically no building proceeding in Britain, it was a serious thought that foreign countries were steadily building very modern ships which would be a real menace not only to the laid-up tonnage when it came once more into the open, even allowing for its written-down value, but to new tonnage not equally modern and competitive. This meant that sooner or later—and perhaps sooner than some thought—new tonnage would be required when trade began to move; not because there were no ships available in Britain, but because much more economical vessels would require to be used to compete with the modern tonnage of foreign competitors.

With regard to the tramp cargo vessel, he said, the general con-

"MOTOR SHIP."

From Temple Press, Ltd., we have received a copy of the October issue of "The Motor Ship." The following subjects are dealt with in this issue:—

A 9,000 h.p. Diesel-electric Ice Breaker. (With Plans). Spain's Largest Liner. (With Plans).

Motor Shipbuilding in 1931. Complete list of vessels built in the First Nine Months.

Oil Engines and Marine Equipment at the Shipping, Engineering & Machinery Exhibition. (Fully Illustrated).

The performance of an Anglo-Saxon Standard Motor Tanker.

The Gold Standard and Shipbuilding.

The Supercharged Diesel-engine Train Ferry "Nyborg."

Welded Frame-work for Submarine Diesel Engines. (Illustrated).

Editorial.

sensus of opinion, among British shipowners would call for simple triple-expansion engines with two or more cylindrical boilers, with the minimum amount of auxiliary equipment. The large fast passenger vessel up to the largest constructed, say about 25 knots, belonged to a group in which there were not many vessels, and, taking the world over, opinion was in favour of high-pressure, high-temperature steam installations, consisting of water-tube boilers and geared turbines with every conceivable refinement which would make for increased economy. For the liner type of cargo vessel of about 12 to 15 knots, the combined and passenger vessel of 16 to 18 knots, and the medium-size moderately fast passenger vessel, say 19 to 23 knots, which together constituted such a large proportion of the world's tonnage, any well-recognized system of propulsion was technically practicable, and the problem of the shipowner was to decide what was commercially best for him in his own individual circumstances. With Great Britain's percentage falling, closer co-operation between British shipowners and shipbuilders was not only desirable but vital. Future development must call for even greater co-operation between the operating engineer and the builders than ever before.

Oil Fuel.

The application of oil fuel had now gone so far that there could be no turning back, and there seemed to be no prospect of recalling success to the coalfields unless the hydrogenation process or something equivalent was developed in different centres of the country on a very big scale. While the success of modern air and land transport was assisted to a great extent by the wide public interest shown in the internal combustion engine for these services, it could not be said that anything comparable happened to forward its development for marine purposes. The phenomenal progress that it had made, therefore, had not been the result of its popularity, but rather its inherent capacity for producing low running costs. It had to contend with the fact that it was an expensive machine to produce and was therefore handicapped by a relatively high first cost. But it had reached the stage of development where its capital cost on a horsepower basis was very materially reduced; in fact, for the higher class vessels it could be produced at approximately the same capital cost as other systems of propulsion using steam. The proper and natural place for each system of propulsion would in due course be determined by the extent to which they could meet owners' service requirements to the best advantage. The magnificent vessels that had been turned out in the last few years and those that were being constructed at present gave evidence that very fine ships could be built with either steam or motor propulsion to give very economical results.

CONSIGNEES' NOTICE

Consignees of cargo ex m.v. Malaysia are reminded to take delivery of their goods which will be subject to rent after November 8.

POST OFFICE NOTICE.

CHRISTMAS PARCEL MAIL FOR GREAT BRITAIN.

The Christmas parcel mail for the United Kingdom will be closed in the General Post Office at 5 p.m. on Friday, 6th instant, and is due in London on December 11. The Postmaster General would be glad if parcels intended for this mail were posted as early as possible and not, as usual, on the day of closing the mail. The rates of postage on parcels addressed to the United Kingdom are as follows:—

3 lbs.	\$1.30	11 lbs.	\$4.50
7 "	\$3.20	22 "	\$8.10

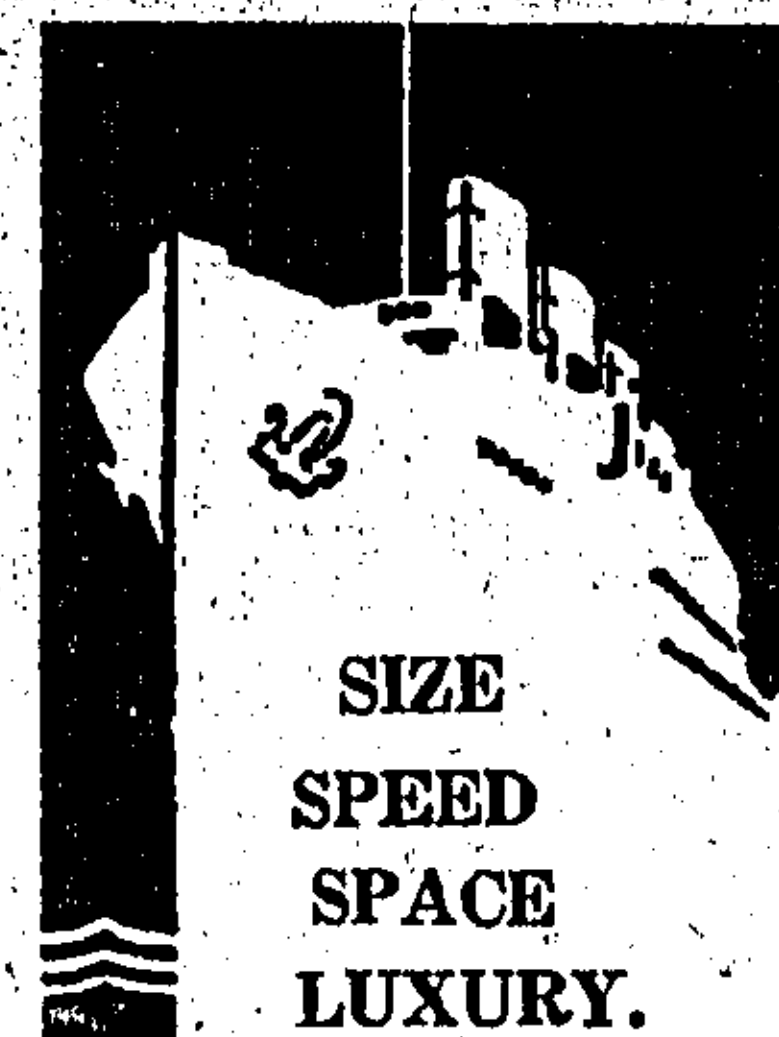
INWARD MAILS.

THURSDAY, NOVEMBER 5.	
Shanghai and Europe via Siberia (London, Oct. 17)	Oostkerk
FRIDAY, NOVEMBER 6.	
Australia and Manila	Tai Ping
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Oct. 15)	Tatsuta Maru
Europe via Suez (Letters and Papers, London, Oct. 8 and Parcels, Oct. 1)	Rajputana
Japan, Shanghai and Europe via Siberia (London, Oct. 19)	Naldora
U.S.A., Canada, Japan & Shanghai (Seattle, Oct. 17)	President Taft
SUNDAY, NOVEMBER 8.	
U.S.A., Canada, Japan & Shanghai (Seattle, Oct. 14)	Helan Maru
London (Parcels only, London, Sept. 24)	Khiva
Manila	President Grant

OUTWARD MAILS.

THURSDAY, NOVEMBER 5.	
Swatow	Hydrangea 3 p.m.
Manila, Australia & New Zealand via Brisbane	
Melbourne Maru (Due Brisbane, Nov. 19.)	
Parcels	Nov. 5, 3 p.m.
Registration	3.45 p.m.
Letters	4.30 p.m.
Samshui and Wuchow	Fook On 4 p.m.
Holhow	New Mathilde 5 p.m.
FRIDAY, NOVEMBER 6.	
Shanghai, Japan and *Europe via Siberia	Tanda 10.30 a.m.
Holhow, Pakhoi and *Haiphong	Klungchow 1 p.m.
Bangkok via Swatow	Anshun 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Haiphong	Canton 2.30 p.m.
Manila	Texas 4.30 p.m.
Amoy	Takada 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver, B.C.	
Empress of Japan (Due Vancouver, B.C., Nov. 22 and *Europe via Siberia.)	
Parcels	Nov. 6, 5 p.m.
Registration	Nov. 7, 9.15 a.m.
Letters	10 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Japan, Egypt & Europe via Marseilles	
Naldora (Due Marseilles, Dec. 4.)	
G.P.O.	
Parcels	Nov. 6, 5 p.m.
Registration	Nov. 7, 9.45 a.m.
Letters	10.30 a.m.

*Subscribed correspondence only.



THE EMPRESS OF JAPAN

Largest—Fastest
Liner on the Pacific
offers
the utmost in comfort
and
SERVICE

SATURDAY—NOON—NOV. 7

VICTORIA & VANCOUVER

via SHANGHAI—KOBE and Yokohama

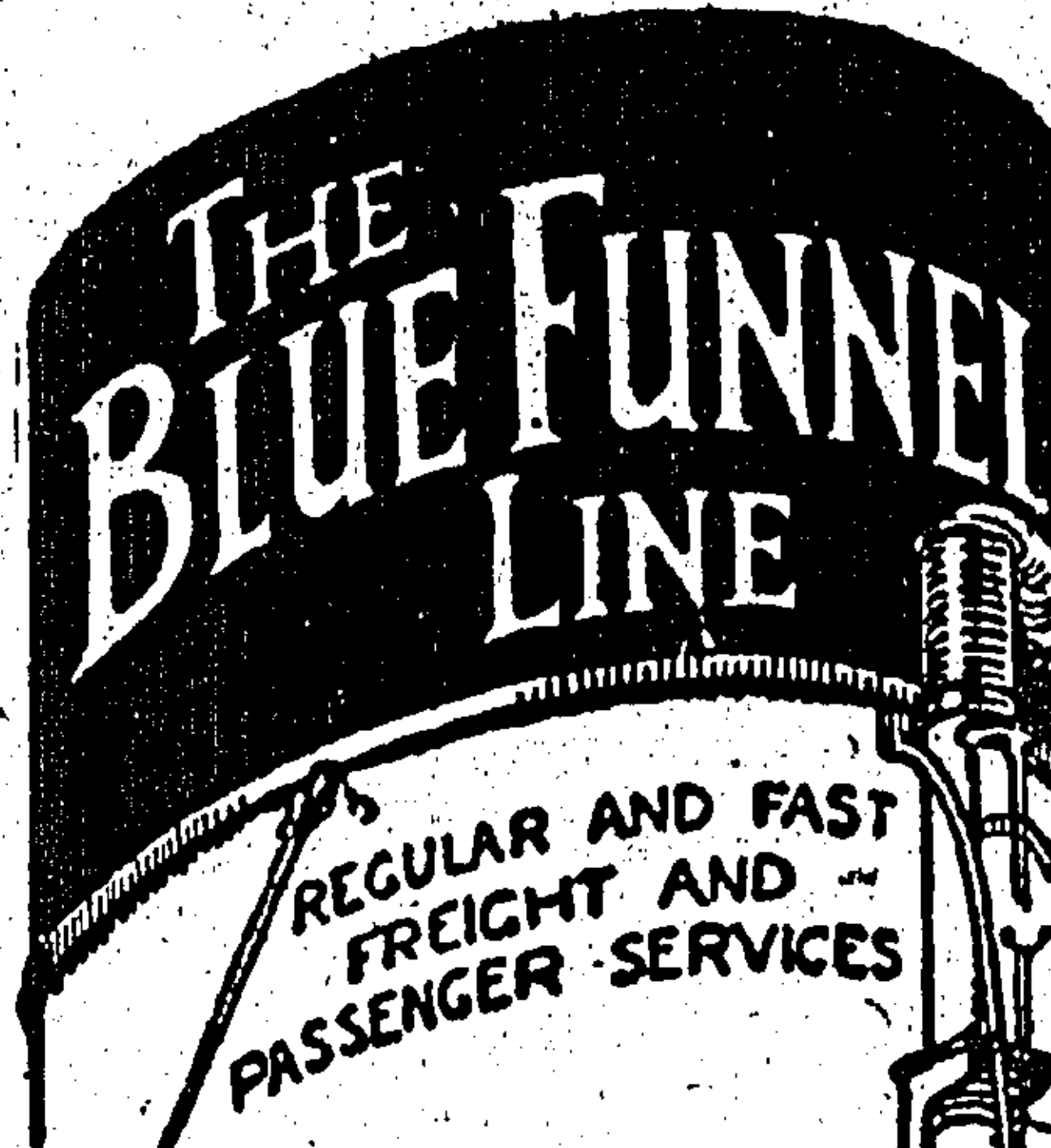
	Hong Kong	Shanghai	Yokohama	Kobe	Yokohama	Honolulu	Manila	Yokohama
Emp. of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 14	Nov. 14	Nov. 14	Nov. 14
Emp. of Asia	Nov. 20	Nov. 23	Nov. 24	Nov. 26	Nov. 28	Nov. 28	Nov. 28	Nov. 28
Emp. of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 12	Dec. 12	Dec. 12	Dec. 12
Emp. of Russia	Dec. 18	Dec. 21	Dec. 22	Dec. 24	Dec. 26	Dec. 26	Dec. 26	Dec. 26
Emp. of Japan	Jan. 2	Jan. 5	Jan. 7	Jan. 9	Jan. 9	Jan. 9	Jan. 9	Jan. 9
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 13	Feb. 13	Feb. 13
Emp. of Canada	Feb. 20	Feb. 23	Feb. 25	Feb. 27	Feb. 27	Feb. 27	Feb. 27	Feb. 27
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 12	Mar. 12	Mar. 12
Emp. of Japan	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 24	Mar. 24	Mar. 24	Mar. 24
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 2	Apr. 2	Apr. 2
Emp. of Canada	Apr. 9	Apr. 12	Apr. 14	Apr. 16	Apr. 18	Apr. 18	Apr. 18	Apr. 18
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	Apr. 30	Apr. 30	Apr. 30
Emp. of Japan	May 7	May 10	May 12	May 14	May 16	May 16	May 16	May 16
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	May 28	May 28	May 28
Emp. of Canada	June 4	June 7	June 9	June 11	June 13	June 13	June 13	June 13
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	June 25	June 25	June 25

HONG KONG—MANILA.

EMPRESS OF ASIA	Nov. 12	Nov. 14
EMPRESS OF CANADA	Nov. 27	Nov. 29

CANADIAN PACIFIC

Telephones: Passenger Dept. 20752. Freight 20042.



LONDON SERVICE.

"CALOHA" 10th Nov. For Marseilles, Casablanca, London, Rotterdam and Hamburg.

"PATROCLUS" 25th Nov. For Marseilles, London, Rotterdam and Glasgow.

LIVERPOOL SERVICE.

"NEARUS" 30th Nov. For Port Said, Liverpool and Havre.

"ULYSSES" 17th Dec. For Port Said, Genoa, Havre, Liverpool and Glasgow.

NEW YORK SERVICE.

"GLAUCUS" 9th Nov. For Boston, New York, & Baltimore via Philadelphia and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTEUS" 10th Nov. For Victoria, Vancouver & Seattle.
"IXION" 10th Dec. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"DIOMED" Due 6th Nov. For Molt, Kobe and Yokohama.
"AJAX" Due 11th Nov. From New York.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGE & TAIPING (SUNNERS).
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARGAIN SHOP, SUGARON and STRAWBERRY CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY, 110. RETURN.
LONDON (via Australia) from 1184.15.0.

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	Nov. 6	Nov. 11	Nov. 12	Nov. 12
CHANGE	Nov. 11	Nov. 16	Nov. 17	Nov. 17
TAIPING	Nov. 16	Nov. 21	Nov. 22	Nov. 22

AUSTRALIAN-ORIENTAL LINE LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*ALIPORE	5,300	1931. 5th Nov.	Straits, Colombo, Bombay & Karachi.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	15,000	10th Dec.	Marseilles & London.
*SOMALI	6,800	20th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
*KARMALA	9,000	10th Jan.	Marseilles, London, Rotterdam & Antwerp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
*KASHMIR	9,000	13th Feb.	Marseilles, London, Rotterdam & Antwerp.
NALDERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SOUDAN	6,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	26th Mar.	Marseilles & London.
*CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	17th Nov.	Singapore, Penang & Calcutta.
TAKADA	7,000	26th Nov.	
SIRDHANA	8,000	10th Dec.	
TILAWA	10,000	24th Dec.	

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NANKIN	7,000	2nd Jan.	
NELLORE	7,000	30th Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	7,000	1931. 6th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	6th Nov.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	6th Nov.	Amoy, Shanghai, Moji, Kobe & Osaka.
*KHIVA	9,000	8th Nov.	Shanghai, Moji & Kobe.
*SOMALI	6,800	14th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
*CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
*KHYBER	9,000	28th Nov.	Shanghai & Kobe.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Moji, Kobe, Osaka & Yama.
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	4th Jan.	Shanghai, Moji, Kobe, Osaka & Yama.
*KALYAN	9,000	6th Jan.	Shanghai & Kobe.
TAKADA	7,000	15th Jan.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	15th Jan.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	6,800	20th Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	20th Jan.	Shanghai, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	26th Feb.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Punks Lorry System.
Steamers on London and Australian Lines are fitted with Landries.
Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Cornhill Rd. C., Hong Kong. Agents.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Berwick—In Talkoo Dock.
Bruce—South wall.
Kent—North arm.
Medway and submarines—West wall.
Olympus—In dock.
Perseus—In dock.
Sepoy—East wall.
Serapis—No. 12 buoy.
Seraph—Kowloon Wharf.
Somme—East wall.
Sterling—No. 11 buoy.
Stormcloud—No. 11 buoy.
Tamar—Basin.
Tarantula—In dock.
Thracian—North wall.
Foreign Men-of-War.
Croaonne—French despatch.
Fook On—Chinese transport.

THE GOLD STANDARD AND MOTOR SHIPBUILDING.

London, Sept. 30.
Since the beginning of 1930, according to The Motor Ship, motor vessels to the value of £12,000,000 have been built in British yards for foreign owners, and since, as a result of our departure from the gold standard, British-built tonnage will now be cheaper in the currencies of countries maintaining the gold standard than it was before, there is reasonable hope of foreign contracts being placed in this country. The requirements of owners abroad have, however, lately been for motor ships and not steamers; hence, the present position should be favourable to an increased demand for motor tonnage in this country. On the whole, the motor shipbuilding position has been well maintained during depression, and in the first nine months of 1931 motor vessels of 930,000 tons gross have been completed, against 1,061,000 tons gross in the corresponding period last year.

CONSIGNEES.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The Motor Vessel, "MALAYA" having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extremely hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th November, 1931, at 4 p.m. will be subject to rent.
All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 7th November, 1931, at 10 a.m.
All claims against the vessel must be presented to the Undersigned before the 11th November, 1931, or they will not be recognised.
No Fire Insurance will be effected. Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.
Agents.
Hong Kong, 2nd November, 1931.

ARRIVALS OF SHIPS.

Tuesday, November 3.
Kittawa, British str., 708 tons, Captain J. Crosthwaite, from Swatow, Chin Wan.—Texas & Co.
Miho Maru, Japanese str., 3,300 tons, Capt. Miyaji, from Tungkumi, buoy No. B24.—M.B.K.
Paris Maru, Japanese str., 4,474 tons, Capt. K. Hirano, from Singapore, Kowloon Wharf.—O.S.K.
Phasandis, British str., 393 tons, Capt. F. J. Papple, from Tamsui, Tai Kok Tsui Anchorage.—A.P.C.
Sunkong, Chinese str., 322 tons, Capt. Leung Pat, from Kwang Chow Wan, buoy No. C1.—Wo Hop & Co.
Ulysses, British str., 9,140 tons, Capt. J. T. Williams, from Singapore, Holt's Wharf.—B. & S.

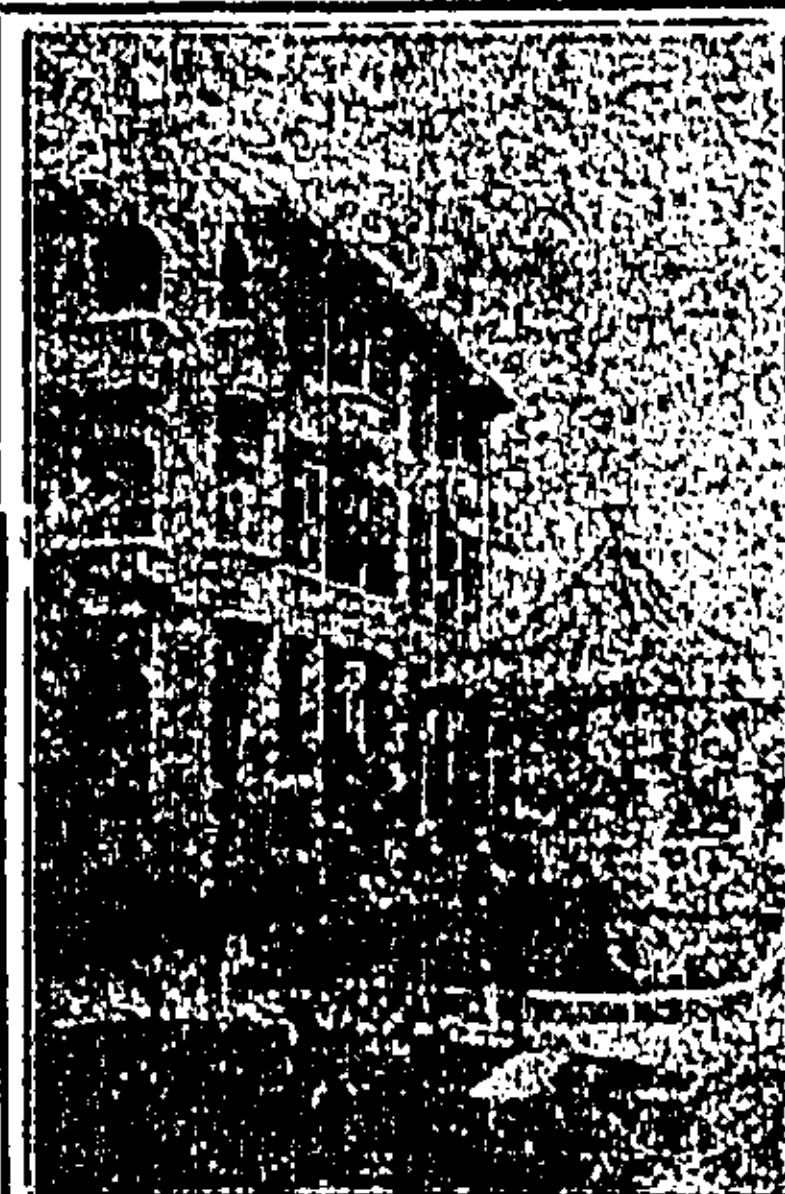
Wednesday, November 4.

Albert Sarraut, French str., 1,131 tons, Capt. A. Benoit, from Saigon, buoy No. A14.—M. M. & Co.
Alipore, British str., 3,241 tons, Captain E. P. Lyndon, from Shanghai, buoy No. A1.—M. M. & Co.
Apoy, British str., 1,776 tons, Capt. C. Boyce, from Hoihow, Stonecutters' Anchorage.—Wo Fat Sing.
Canton, Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, buoy No. C2.—O.S.K.
Empress of Japan, British str., 15,725 tons, Capt. S. Robinson, from Manila, Kowloon Wharf.—C.P.R.
Hui Ning, Chinese str., 832 tons, Capt. O. C. Dalziel, from Swatow, Douglas Wharf.—Douglas & Co.
Havel, German str., 4,418 tons, Capt. Hashagen, from Shanghai, buoy No. A4.—Meichers & Co.
Hydrangea, British str., 561 tons, Capt. P. M. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.
Irisbank, British str., 3,437 tons, Capt. E. Blackmore, from Manila, Laichikok Anchorage.—Bank Line.
Protoslaus, British str., 6,118 tons, Captain J. P. Williams, from Mike, buoy No. A7.—B. & S.
Rio de Janeiro Maru, Japanese str., 9,700 tons, Capt. J. Ichikawa, from Kobe, buoy No. A.—O.S.K.
Shun Chih, British str., 1,183 tons, Capt. W. Freer, from Saigon, buoy No. B12.—Chang Tong Ha.
Talyuan, British str., 2,100 tons, Capt. W. Forrester, from Canton, buoy No. B20.—B. & S.
Van Heutsz, Dutch str., 2,749 tons, Capt. H. J. G. Blits, from Swatow, buoy No. A15.—J.C.J.L.

CLEARANCES.

November 4.

Foroshing, for Swatow.
Dorry, for Hoihow.
Lycemoon, for Swatow.
Haldis, for Hongay.



CLAREMONT

PRIVATE HOTEL.
Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)
Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.
EXCLUSIVE TABLE
entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE".

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

November 5 to 11, 1931.

DATE	HIGH WATER	LOW WATER
Nov.	Time	Time
Thurs 5	8.11	2.45
Fri 6	8.28	2.28
Sat 7	8.45	2.11
Sun 8	9.02	1.54
Mon 9	9.19	1.37
Tues 10	9.36	1.20
Wed 11	9.53	1.03

Ulysses, for Shanghai.
Fingal, for Hongkong Bay.
Arabia Maru, for Singapore.
Talyuan for Amoy.
Havel, for Singapore.
Apoy, for Swatow.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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On Lloyds

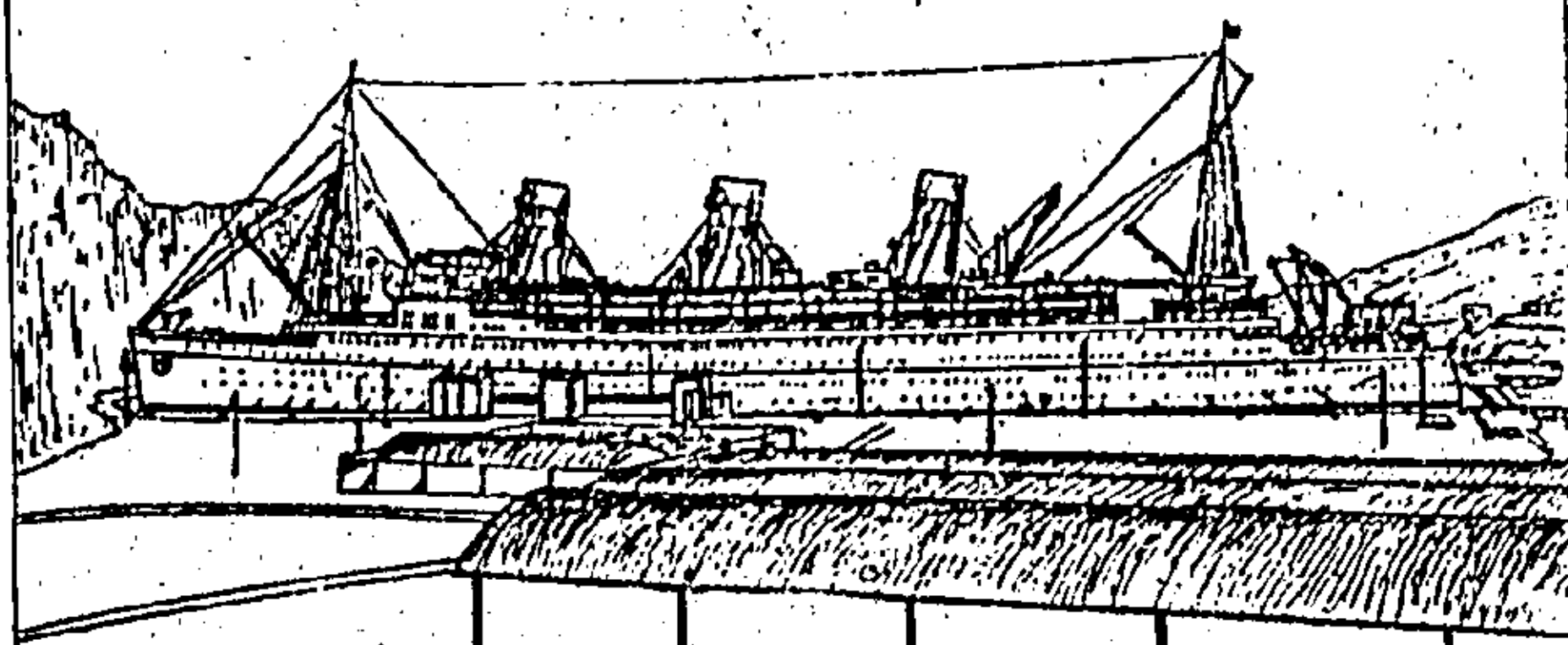
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Manufacturers.



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In No. 1 Dock. Dimensions:—666'0" O.A. x 85'6" x 48'6" Mid. 23,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 85'0" x 30'6" over all, H.W. O.S.T. Salvage Tug "Henry Kewick" 2,000 H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



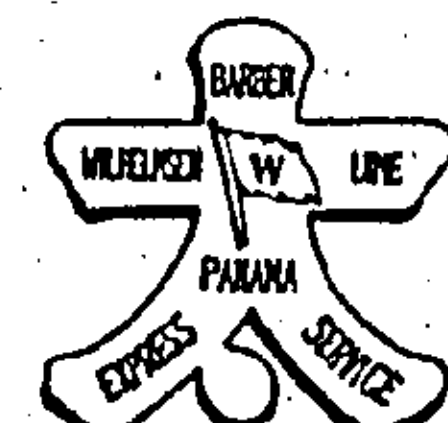
Two brand new liners are now added to the President Liner Fleet—the President Hoover, and her sister ship, the President Coolidge, especially built for the Orient-to-New York via California passenger service. The combined experience of the entire President Fleet has been drawn upon to make these two new ships perfect in every detail.

Every comfort and pleasure has been thought of—a whole Top Play Deck, without obstructions, a big Outdoor Pool and Sand Beach, American Soda Fountain, Marine Tea Garden, Private Dining Rooms, Peacock Alley, Electric Elevators, French Cuisine, Stock Exchange, etc.

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STEAMSHIP LINES

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THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

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BRITISH WUCHOW LINE

SAILING DATES FOR NOV., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	MON. 9th	WED. 11th	THURS. 12th	FRI. 13th
TAI MING	SUN. 15th	TUES. 17th	WED. 18th	THURS. 19th
TAI MING	FRI. 20th	SUN. 22nd	MON. 23rd	TUES. 24th
TAI MING	THURS. 26th	SAT. 28th	SUN. 29th	MON. 30th

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.
Ports of Call—Samah, Shungh, Takhing & Doshing.
Fares Return (not including meals) \$20.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Hing Wharf.
For information apply to:—
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THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57000.
Estimates furnished on application.
Kepp Hong, April 1, 1924.

THE CARAVAN
JUST RECEIVED
NEW CONSIGNMENT
OF
FETTE PEKING RUGS
NOW ON VIEW AT
ARCADE
PENINSULA HOTEL,
KOWLOON.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, NOVEMBER 5, 1931.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS
Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

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Asiatic Building. Tel. 20345. Queen's Road

CENTRAL
SEE THEATRE HEAR

COMMENCING TO-DAY

AT

2.30, 5.10, 7.15 & 9.20 p.m.



Part I.

Another Chinese all-talking, singing & dancing Picture.

Starring

BUTTERFLY WU

Chinese Foremost Screen Favourite.

with

Shaw Pei Chen

Directed by Chang Shih Chuen

Recorded by Pathe Orient Co.,

Produced by Mass Co., Shanghai.

NEXT CHANGE

Spoiled by his father's coddling hand
he found love and self respect in the
simple rugged life of the North woods.
A sparkling comedy drama of youth
and its yearnings.



with
THOMAS MEIGHAN
HARDIE ALBRIGHT
Dorothy Jordan

Directed by
John Blystone

from the stage play
by Sumner Harris

Briand's Important Letter.

(Continued from Page 1.)

vided by Article XIII of the Covenant.

China's Pledges Ample.

M. Briand is of the opinion that the Chinese pledges cover the various "fundamental principles" raised by the Japanese Government.

In these circumstances, M. Briand says he feels confident that the Japanese Government will continue, as rapidly as possible, to withdraw its troops.

As regards the safety of the lives and property of Japanese nationals, attention is drawn to paragraph 5 of the Council's resolution of October 24, recommending that the two Governments immediately appoint representatives to settle the details relating to evacuation, etc.

Baron Shidehara's Statement.

Mr. Sawada, Attache to the Japanese Embassy in Paris, has communicated to Sir Eric Drummond the reply of Baron Shidehara to the Chinese Minister's reference to the appointment of a Japanese representative for the purpose of settling with the Chinese delegates details of the evacuation of Manchurian territories.

Baron Shidehara says the Japanese Government has announced the line of conduct it proposes to follow in a statement published on October 26, and requests the Chinese Government to refer to that document. He adds that the Japanese Government is most anxious that the Chinese Government should accept the views of the Japanese Government as expressed in that statement and enter into negotiations as speedily as possible with a view to reaching an agreement on the fundamental principles to form a basis of restoration of normal relations between the two countries, and also negotiations with regard to the withdrawal of Japanese troops into the South Manchuria rail-zone.—Reuter.

Latest Troop Movements Explained.

Washington, Yesterday.

No general Japanese advance in Manchuria is projected, according to a statement made by Mr. Debuchi, the Japanese Ambassador, to the State Department. Mr. Debuchi declares that the object of the latest troop movement is to repair blown up bridges so as to facilitate the transport of soya bean crops.—Reuter's American Service.

SIR H. SAMUEL

NEW LIBERAL LEADER.

LL G PEEVED

COMPLETELY AT VARIANCE.

Rugby, Yesterday.

The Liberal Parliamentary Party to-day elected Sir Herbert Samuel as its Leader in succession to Mr. Lloyd George. The latter had made it known that he did not desire to be nominated and, in a letter to Sir Herbert Samuel, he stated that he was completely at variance "with the disastrous course into which the Party has recently been guided." He added, he was not a candidate for any office in the Liberal group, and expressed the hope that by the New Year his health would be fully restored. He was looking forward then "to co-operating with all who had at heart the advancement of those ideas to which so many millions had rallied hopefully in 1929."

Sir Herbert Samuel in acknowledging his appointment as Leader stressed the importance of national unity. He was convinced that it was possible for the Conservative and Liberal Parties to work together without losing their identity. Liberals might assume that the policy laid down by the Prime Minister would be maintained. If so, Government would have a career of fruitful activity. He regretted that Mr. Lloyd George was not co-operating with them at this time.—British Wireless Service.

STEADIER TONE IN SHARES.

Few More Buyers in Everything.

RATES UNCHANGED.

The official summary issued by the Stock Exchange to-day states:

There is a steadier tone in the market this morning and a few more buyers in everything. Rates are practically unchanged.

Banks were on offer at \$1,050. Unions, which were done at \$417½, \$420 and \$425, were in demand at the close at \$410. China Underwriters were wanted

YOUNG GIRL REPORTED MISSING.

Mr. N. B. Kitchell, of 11 Matheon Street, has notified the Police that his sister, Mary Kitchell, aged 18 years, has been missing for two weeks.

ST. JOHN AMBULANCE BRIGADE.

Lady Peel has very graciously consented to present the Long Service Medals, Medallions, Labels, and Pendants which have been awarded to members of the Brigade from Headquarters, London, at King's College to-morrow at 5 p.m.

The Parade will "fall in" at 4.30 p.m.

This is the first Brigade Ceremony at which Lady Peel has officiated, and it is confidently expected that all members—whether of the Brigade or of the different committees (including Surgeons)—will make a special effort to be present.

Friends and relatives of members are invited to be present.

at \$5.

Whampoa Docks were in demand at \$31.

Providents (old) were in request at \$5.10, and the new shares were also wanted at \$2.55.

Hotels (old), after being done at \$15, closed in demand at this rate, with sellers asking \$15.20.

H.K. Lands were obtainable at \$82½.

Humphreys (old) were wanted at \$18½.

Realities were offering at \$13.40. Ewos could have been booked at \$16.20.

Shanghai Cottons were offering at \$91.

Zoong Slags were wanted at \$12½.

Trams, which were put through at \$21½ and \$21.80, closed in demand at \$21½, with sellers seeking \$21.80.

Star Ferries were on sale at \$92½.

China Lights had sellers at \$28½.

H.K. Electrics were wanted at \$76.

Cements (combined), after being done at \$19.60 and \$19.70, closed in demand at \$19½.

Dairy Farms were offering at \$29½.

Sinceres were in demand at \$16.

Contructions (old), which changed hands at \$6.15, closed at this rate in demand. The new shares were also the medium of sales at \$2.05, closing in request at \$2.10.

Government Loan was wanted at \$2 per cent. premium.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.



BRITISH INTERNATIONAL PICTURES LTD. PRESENTS
HARMONY
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A BRITISH INTERNATIONAL PICTURE
ADDED ATTRACTIONS

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UP & DOWN NEW YORK

NEXT CHANGE

Recaptured Love

Is there a dangerous age for a married man? Or does his weakness for a harem have no age limit at all? See this comedy drama of a home-loving wife who won her wandering husband from the wicked wiles of a worldly wench.



with
Belle BENNETT
John HALLIDAY
Dorothy BURGESS
Richard TUCKER
Junior DURKIN
George BICKEL
Brooks BENEDICT
"G" SISTERS

AT THE **STAR** FINAL SHOWINGS TO-DAY
AT 2.30, 5.20, 7.20 & 9.20.



with
William Collier
Marguerite Churchill

COMING SOON TO THE KING'S.



JANET GAYNOR
WARNER BAXTER



Don't let a Cough
Torture you—take

RESIVAL



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